Part I September, 1960

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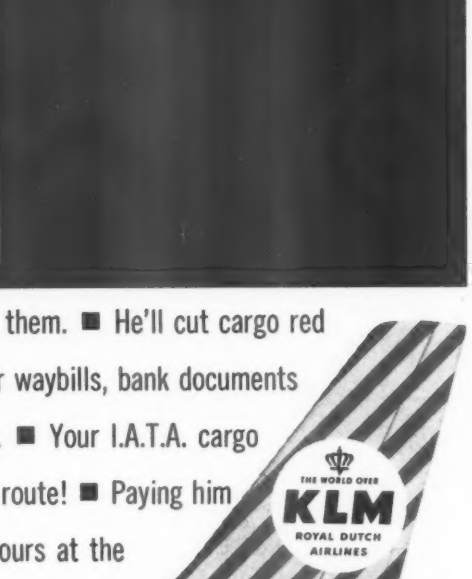

AIR CARGO

an American Aviation Publication

SEPTEMBER, 1960, VOL. 4, NO. 9

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

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Los Angeles*...2:30 PM	9:50 PM
Seattle*...1:00 AM	6:00 AM

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EDITORIAL

Will MATS Help?

THERE HAS BEEN considerable thought given to the problem of how to help U.S. airlines acquire true cargo aircraft. Some of the thinking has produced concrete results. Some, nothing.

The Air Force is to be applauded for requiring true cargo planes to be used on certain Logair contracts. But it is difficult to see how plans of the Military Air Transport Service are going to help the growth of the civil cargo aircraft fleet.

(Logair is a scheduled domestic operation over routes linking major Air Force bases.)

For its Logair contract, Riddle Airlines had to have straight-in loading, truck-bed height cargo aircraft. Riddle has the planes on order, for delivery starting in November.

The planes are the British-built, turboprop Argosys. These planes were designed, from the very beginning, to handle cargo.

Sooner or later, Riddle would have had to buy cargo planes to stay in the cargo business, but there is no doubt that the Logair requirement brought about the purchase sooner, rather than later.

The Military Air Transport Service (principally concerned with service overseas and to foreign countries) also wants to aid the development of a civil air cargo fleet. The MATS approach is to route more of its traffic via commercial airlines.

This is a good idea. MATS has a lot of traffic. The Service feels it can use commercial planes for 55% of the passenger traffic and 10% of the cargo.

The 10% of MATS's cargo traffic will produce an estimated 72,000,000 ton miles. This amount of traffic can be handled easily by four 1049 H Super Constellations, or two Canadair CL-44Ds.

Fifty-five percent of MATS's passenger traffic is expected to produce 2.5 billion passenger miles. This traffic would require 24 or 25 late model piston powered planes, or 10 to 11 of the big, long-range jets already flying for the airlines.

Thus, it appears that a carrier seriously concerned with participating in MATS business would be better off to have, or to acquire, passenger airplanes.

And, no matter how you look at it, passenger planes are not cargo planes.

Rhochrematics

THE SCIENCE for the management of material flows has been named, and well. Stanley H. Brewer, Professor of Transportation of the University of Washington, calls it "Rhochrematics."

The word is created from the Greek "rhoe" meaning to flow as a river or stream; "chrema" meaning products, materials, or things; and the abstract ending "ics" for any of the sciences.

The word was coined by Professor William C. Grummel and Mr. William Royal Stokes of the Department of Classics, University of Washington.

Rhochrematics is a broad term. Professor Brewer intends it to be. It has to encompass all phases of materials handling and physical distribution, and it has to recognize elements of purchasing, traffic, production planning, inventory control and other management function which inevitably are involved when something has to be moved.

In a recently published paper on the subject, Professor Brewer explains his new word, and tells how it came to be.

Item by item, he ticks off the areas of rhochrematics application. He carefully defines each point. Where it helps to promote understanding, he finds logical comparisons.

It is a good paper. For people in the air freight business, it is an important paper. As Professor Brewer explains how rhochrematics fits into the conduct of business, he lays out arguments in support of air freight that ought to be in every salesman's kit.

The paper, *RHOCHREMATICS A Scientific Approach to the Management of Material Flows*, was published by the Bureau of Business Research, College of Business Administration, University of Washington.

Our thanks to the Boeing Airplane Co., Transport Division, which saw to it that we received a copy.

Wallace I. Longstreth

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READ DOWN — **DAILY EXCEPT SAT. AND SUN.** — READ UP

599 1049H	595 1049H	FLIGHT NUMBER EQUIPMENT	598 1049H	592 1049H
11:00	11:25	Lv (EDT) NEW YORK (INT'L.) .... Ar	11:42	12:18
	12:32	Ar (EDT) PHILADELPHIA Lv		
	1:35	Lv (EDT) PHILADELPHIA ..... Ar		
		Ar (EDT) PITTSBURGH Lv		10:40
		Lv (EDT) PITTSBURGH ..... Ar		9:57
		Ar (EST) COLUMBUS Lv		
		Lv (EST) COLUMBUS ..... Ar		
1:24		Ar (CDT) CHICAGO (MIDWAY) .. Lv	7:50	
2:30		Lv (CDT) CHICAGO (MIDWAY) .. Ar	6:48	
	3:14	Ar (CDT) INDIANAPOLIS Lv		
	4:15	Lv (CDT) INDIANAPOLIS ..... Ar		
	5:22	Ar (CDT) ST. LOUIS Lv		6:45
	6:25	Lv (CDT) ST. LOUIS ..... Ar		5:47
	6:36	Ar (CST) KANSAS CITY Lv		3:40
	7:40	Lv (CST) KANSAS CITY ..... Ar		2:41
7:15		Ar (PDT) LOS ANGELES Lv	10:30	
		Lv (PDT) LOS ANGELES ..... Ar		
	12:51	Ar (PDT) SAN FRANCISCO Lv		8:00

DARK TYPE (11:00) INDICATES P.M. — LIGHT TYPE (11:00) INDICATES A.M.

TWA INTERNATIONAL ALL-CARGO SCHEDULE

EASTBOUND		TUE. 980 1049H	THUR. 980 1049H	SAT. 970 1049H
NEW YORK INTERNATIONAL AIRPORT	Lv	01 30	01 30	01 30
GANDER	Ar	†07 25	†07 25	†07 25
	Lv	08 10	08 10	08 10
SHANNON	Ar	†18 40	†18 40	†18 40
	Lv	19 25	19 25	19 25
FRANKFURT	Ar			Sat. 22 30
	Lv	Tues.	Thurs.	00 30 Sun.
PARIS	Ar	21 50	21 50	
	Lv	00 15 Wed.	00 15 Fri.	
ZURICH★	Ar			01 35
	Lv			02 30
GENEVA★	Ar	01 35	01 35	
	Lv	02 30	02 30	
ROME	Ar	04 35	04 35	04 35

† Flag stop only.
★ No local, stop-over or connecting traffic permitted between Milan and Rome. No local traffic is permitted between Zurich and Geneva.

WESTBOUND		TUE. 971 1049H	WED. 981 1049H	SAT. 981 1049H
ROME★	Lv	14 30	16 30	14 30
MILAN★	Ar	16 10	18 10	16 10
	Lv	17 40	19 40	17 40
ZURICH★	Ar	18 45		18 45
	Lv	20 00		20 00
GENEVA★	Ar		20 50	20 50
	Lv		21 50	21 50
PARIS	Ar		Wed. 23 10	Sat. 23 10
	Lv		00 40	00 40
FRANKFURT	Ar	21 05	Thurs.	Sun.
	Lv	22 30		
SHANNON	Ar	Wed. †02 00	†03 15	†03 15
	Lv	02 45	04 00	04 00
GANDER	Ar	†07 35	†08 50	†08 50
	Lv	08 15	09 30	09 30
NEW YORK INTERNATIONAL AIRPORT	Ar	11 40	12 55	12 55

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TRENDS

Air freight continues to produce new traffic records, despite signs that the U.S. economy is softening. Rail and truck traffic is off from previous years, indicating U.S. businessmen are using air freight to move more things. If the experience of the 1958-1959 recession period is repeated, the last half of 1960 will produce a sharp climb in air freight ton miles.

A tenfold increase in cargo handled has been experienced by San Francisco International Airport over the last decade. The airport now has 28 acres of land devoted exclusively to freight, mail, and express.

Cargo facilities, measured in square feet of buildings, have climbed: from 15,000 sq.ft. in 1949; 48,000 sq.ft. in 1954; 54,000 sq.ft. in 1959; to 67,000 sq.ft. in 1960.

In addition, 200 acres of tidelands adjacent to the airport have been tentatively set aside for an air cargo city.

The legal battle is over between The American Express Company and the Air Freight Forwarder Association. AMEXCO is expected to join the Association before the end of the year. The forwarders fought against authorization of AMEXCO as an air freight forwarder. They argued that AMEXCO's connections in shipping and financial circles would give it too many competitive advantages.

Further diversification is on the agenda for Slick Airways. The airline hopes to acquire a company employing about 400, taking Slick out of the Small Business Category. Slick's plans for re-entering the scheduled air freight business in October have been tabled until early 1961.

A single rate for all first class mail is coming. In just a few years, according to Bert B. Barnes, Assistant Postmaster General, a rate of 5¢ to 6¢ an ounce will be charged for mailing a letter, regardless of the mode of transport used. If air transport will speed delivery, it will be without additional charge.

The new freight tariff of The Flying Tiger Line will be filed soon. The long awaited tariff has been the object of intense study for many months. A prime consideration was the effect the new tariff would have on air freight forwarders. FTL's tariff will complement the Canadair CL-44 turboprop freighter. The first swing-tailed freighter is due in January, 1961.

The addition of CL-44s to the U.S. Air Force inventory is a strong possibility. The proposal: a swap of fighter planes for cargo planes between the U.S. government and the Canadian government.

The order for Argosys by the British military has been increased to 40. With this assurance, Armstrong Whitworth is in a much better position to make the turboprop freighter available to commercial carriers.

Riddle Airlines is looking for more planes. Charter and contract operations have been so successful that the carrier is planning to expand into bigger, faster planes.

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NEWS

Swiveling Glide Aire Pads Float TWA Containers

Floating containers are being used by Trans World Airlines to speed baggage handling and may soon be adapted to air cargo shipments. The new system of containerization, which was developed by TWA and the Douglas Aircraft Company for the Boeing 707, has already been introduced on the airline's jet flights between New York and Los Angeles.

Christened "Glide Aire," the new method of containerization fits specially designed aluminum containers with swiveling "Glide Aire" pads.

The pads, acting as a base, discharge low-pressure compressed air between the container and smooth flooring of the aircraft's baggage compartment and form an air cushion, suspending the aluminum container above the cargo floor. The floating containers can then be quickly and easily positioned.

A power take-off driven compressor installed on a jeep provides the compressed air for the "Glide Aire" pads which in turn raise the containers. The jeeps are also equipped with conveyors which are used to load and unload the containers from the plane.

Nine of the contoured containers can be stowed in the baggage compartment of a TWA jetliner. Each unit has a capacity of 1200 pounds.

The containers are hauled to the jeep-conveyor on flat-car type dollies by a standard baggage cart. TWA reports the elapsed unloading time in recent studies approximated eight minutes. With minor modifications, the airline feels that unloading time can further cut to about six minutes.

To accommodate the "Glide Aire" system, TWA made minor changes in the 707's cargo compartment. A plywood sub-flooring was installed, and fastened to the existing cargo tie-down fittings to distribute the loading. Longitudinal guides, which also serve as container restraints, were installed along the edge of the floor and carry loads into existing cargo tie-down tracks.

Enthusiastic TWA engineers point four outstanding advantages to the floating containers: (1) Minimum weight penalty; (2) Simplification of components; (3) Minimized modification of the aircraft; and (4) Utilization of ground equipment on hand.

Commercial C-130B Program Shelved By Lockheed

Work on a commercial cargo version of the C-130B has been halted by Lockheed's Georgia Division. Progress on the aircraft was stalled when Zantop Air Transport, a Detroit based contract carrier, failed to sign a firm contract for the aircraft by July 31.

Zantop had sent a letter of intent to Lockheed for five of the aircraft contingent on an award of an outsize cargo route contract for the Air Force's Logair System. Zantop got the contract, but the deal with Lockheed was not consummated by the July date. As a result, Lockheed has dropped the Federal Aviation Agency certification program and has stopped all work on a commercial C-130 turboprop freighter.

Lockheed will now devote all its efforts to the forthcoming U.S. Air Force design competition which will result in selection of a military cargo aircraft for airlift modernization of the Military Air Transport Service.

S & W Refinances; Gets New Board Chairman

A recapitalization and refinancing plan which would pay off $10 million in creditors and yield more working capital has been launched by Seaboard & Western Airlines.

Refinancing will consist of a new issue of common stock and three classes of debentures. The stock will be issued as a reverse 3-1 split, with three shares of Seaboard's present shares exchanged for one share of the new $3 par value common.

Major creditors named by the airline are: Curtiss-Wright, which handles engine overhaul; Esso Export, which supplies S&W's fuel; the owners of the airline's fleet of leased Super Contellation aircraft; and Canadair, which has contracted to sell Seaboard five swing-tail CL-44 turboprop air freighters.

Under the refinancing plan, these creditors agreed to extend a new line of credit to the transatlantic all-cargo carrier, and also to help raise additional cash through the sale of new

GLIDE AIRE PADS visible on bottom of the container float the unit on a thin film of air.

JEEP MOUNTED CONVEYORS are used to unload TWA's contoured aluminum baggage containers. The conveyors, requiring only minor modifications, supply air for Glide Aire.

stock and debentures.

A newly appointed general manager, Richard M. Jackson, will also serve as Acting Board Chairman. Jackson, a management consultant and former associate of Laurance S. Rockefeller, earlier had 13 years experience with American Airlines.

Raymond A. Norden, who made the announcement of the changes, will continue as president.

Mercury to Advance Charges For New York Truckers

A new service that will save time and money for New York truckers handling air freight shipments is being offered by Mercury Service Systems. Mercury, official cartage agent for the scheduled airlines in New York City, will advance charges to truckmen who bring air freight shipments to the Mercury freight drop station, 369 West 36th Street.

Previously, if a trucker wanted immediate payment, it was necessary for him to haul the shipment out to the airport and turn it over to an airline.

As a further convenience, and to speed the handling of shipments, Mercury's receiving station is fully equipped with dollies and skids.

EAL-San Juan Trucker Join To Speed Shipments

A drive to provide improved door-to-door pick up and delivery service throughout Puerto Rico has been opened by Valencia Baxt Express, Inc., of San Juan and Eastern Air Lines.

Baxt, a large trucking firm, maintains freight depots at Ponce, Mayaguez, Arecibo, Aguadillo, and San Juan. By arranging trucking schedules to connect with Eastern's all-cargo flights to San Juan, the two parties hope to speed up assembly and distribution of shipments throughout the island. In addition, Baxt will act as a telephone contact for prospective shippers.

Southern Exports Boom Air Freight

The traditional imbalance of the air freight traffic flow from south to north is being reversed, according to John Pogue manager of cargo for Delta Air Lines. The DAL official feels that northbound traffic is growing at a faster pace than the southbound flow, thus indicating that Southern industry has come of age.

Illustrating his point, Pogue says "the south is beginning to export its products at a rate comparable to its imports. And as a result air freight is receiving a tremendous boost."

Pogue feels there is also a trend to heavier shipments now being sent by manufacturers. At Baton Rouge, he points out, a dealer recently shipped 2000 pounds of pulpwood to a paper mill in Savannah. This is an unusual cargo for us now, but it dramatically illustrates the great potential of air freight in the future.

DAL cargo statistics in June revealed the upward trend. During this month, the carrier set a monthly company record by carrying 5,333,358 pounds of air freight. The figure exceeded by 21% the air freight volume for the same month in 1959.

Air Force Cargo Plans Call For 150 Jets

Plans to purchase 150 big cargo jets capable of carrying 25,000 pounds nonstop across the Pacific have been firmed up by the Air Force. According to Maj. Gen. Bruce K. Holloway, Air Force director of operational requirements, the money is in the budget and design competition will begin within the year.

Holloway said the aircraft would probably be a four-engine turbofan capable of speeds close to 500 mph. It must have fast turn-around capability. It will not be a modification of an existing jet transport.

On the transatlantic run, the big jet will be capable of flying a 50,000 pound payload nonstop.

Lower San Juan Rates Filed By AEIC

A tariff providing new low rates for shipments moving between New York/Newark and San Juan, Puerto Rico has been filed at Civil Aeronautics Board by Air Express International Corp. The reduced rates will apply to shipments weighing up to and including 439 pounds.

Under the new tariff, AEIC has set a rate of 17¢ per pound on consignments weighing under 100 pounds, 3¢ lower than the old rate. Shipments from 100 to 439 pounds are set at 15¢ per pound, a saving of 1¢ per pound over the previous rate.

The minimum charge for San Juan shipments is $3.00.

Collapsible Container Saves Perishables

An aluminum container intended to stimulate the movement of perishables by air has been developed by The Flying Tiger Line. The container, which is extremely flexible can be built up to a maximum of six feet or collapsed to a minimum height of two feet. At full capacity, it will carry up

. . . and 54 other cities are served by the global Swissair cargo network. Daily jet flights, plus all-cargo flights. Next-day delivery to all of Western Europe. Fast, frequent connections to Mid-East and Orient. Specify Swissair . . . everywhere! Swissair, 10 West 49th Street, New York, N.Y. Offices in principal cities.

KNOCKED DOWN for deadheading, the FTL container measures two feet high, four and one half feet wide, seven feet long.

EXPANDED to its maximum six foot height, the fully loaded container can hold more than 180 cubic feet of berries or fruits.

to 3000 pounds of prepacked, chilled fruit or other similar perishables.

The container has solved a difficult handling problem for Tigers. The berries, which formerly moved in their original crates, were prone to damage. The box immediately cut claims and at the same time served to prolong refrigeration of the fruit.

Tigers delivers the collapsed box to the shipper. In this state, the box can be reduced to about two feet in height. Metal sides are stowed inside for ease of return, or "deadheading." Deadhead weight is 230 pounds.

The shipper erects the sides, packs and chills the box before returning it to Tigers. By adding extra panels, the shipper can increase the container's height and capacity. At maximum size, the box measures six feet high, four and one-half feet wide and seven feet long.

The box proved so successful that after the prototype was thoroughly tested, the airline bought 10 more of the units.

Currently, the carrier is working to develop a portable dolly. The dolly would be attached to the container and would permit the unit to be easily moved by hand, even when loaded.

AA Places Nonstop DC-7F On Transcontinental Run

Nonstop DC-7F air freighter service between New York and the west coast has been made available to shippers by American Airlines.

E. C. Taylor, AA's vice president cargo sales and service noted that for eastern firms shipping after the close of business, the new flights will make possible next morning delivery at Los Angeles or San Francisco. Eastbound traffic, he said, can be delivered before the close of business the day following shipment.

Westbound, the new AA all-cargo flight leaves New York International Airport at 10:20 p.m., arriving in Los Angeles at 5:59 a.m. and San Francisco at 8:20 a.m.

Eastbound, the flight departs San Francisco at 8:40 p.m. and Los Angeles at 11:25 p.m. and arrives in New York at 12:30 p.m.

Meanwhile, both American and Continental Airlines are reminding shippers of the Boeing 707 interchange flight between Los Angeles, El Paso and Houston. The two airlines are emphasizing that the 707 has a cargo capacity of 19,200 pounds.

FTL CL-44 Freighters Will Link East Coast With Seattle And Portland

Daily transcontinental all-cargo service from Portland and Seattle to east coast centers will be inaugurated by The Flying Tiger Line in early 1961. FTL's general sales manager, Peter T. Albert, said the service would be provided with CL-44 turboprop freighters. Albert predicted that: "overnight freight service between Portland and Seattle and the major markets of the east and midwest would overcome the traditional stumbling block of weak direct transportation which has plagued the area's full development to date."

DAL Signs REA Pact For Coordinated Service

A pact providing for combined air freight and surface express service to cities not receiving direct air transportation has been signed by Delta Air Lines and the Railway Express Agency. Paperwork is kept to a minimum. Under the agreement, a receipt is issued to the shipper when a shipment is dispatched and no further bookkeeping is involved.

Charges will be based on a combination of the applicable air and surface rates of the two carriers. Shipments may be originated as air freight and delivered to final destination as surface express or vice versa.

Irish Boost Cargo Service Across North Atlantic

Four cargo flights a week across the North Atlantic will be scheduled during September by Irish International Airlines. The service is a cargo-with-passenger operation, flown with 1049 H Super Constellations. The planes have large cargo doors, reinforced floors, and can accommodate individual pieces weighing up to 7200 pounds.

The trips will connect at Shannon for points in Europe, Africa, and the Middle East.

North Central's Agents Compete In Freight Contest

An air freight contest with cash prizes and trips to Europe is being conducted by North Central Airlines for its employees. The contest, which runs through October 31, is designed to increase North Central's domestic freight shipments. As co-sponsor of the contest, Sabena Belgian World Airlines, will fly the winning agents to Europe.

Boeing Film Spotlights Distribution

A 16 mm color and sound motion picture designed to speed the development of air cargo has been released by The Boeing Transport Division, Renton, Washington.

Produced as a sales tool for airlines

dealing in air cargo, the film is directed to firms and individuals which are concerned with the distribution of goods and better profits. The main message—it might pay to investigate modern distribution methods.

Air Treaty Revision Pressed By JAL

A revision of the U.S.-Japanese bilateral air agreement is being urged by Japan Air Lines. JAL would like the right to fly into New York City.

The airline's president Seijiro Yanagita, in stating JAL's case said: "Almost half the passengers who cross the Pacific between Japan and the United States begin or terminate on the U.S. East Coast and far more than half of the cargo and mail carried is consigned to or from New York. This traffic demand certainly justifies the application of JAL for service rights between Tokyo and New York."

Capital And United Reveal Merger Plans

The prospect of a merger has been announced by Capital Airlines and United Air Lines.

The preliminary agreement calls for an exchange of United's stock for the outstanding common stock and subordinated debentures of Capital. Vickers-Armstrongs, Ltd., which holds $33 million worth of Capital equipment notes, would receive both common and preferred stock in United and 15 surplus Capital 700-series Viscounts.

Several legal barriers must be cleared before the merger can be consummated. Both airlines' board of directors must approve the move, the stock holders of each airline must react favorably and finally, Civil Aeronautics Board must clear the corporate marriage.

Vickers has given every indication that it will go along with the deal. However, the initial reaction of some CAP stock and bond holders was far from enthusiastic.

Under the arrangement, CAP common stockholders would receive one share of United common and a five year warrant to purchase one and a half shares of United at $40 per share, for each seven shares of Capital stock held. Holders of Capital's subordinated debentures will be offered 20 shares of United common for each $1000 debenture. The agreement provides that at least 85% of the $12 million in outstanding debentures must be exchanged. Vickers would receive $15.9 million in United preferred stock, 60,000 shares of United common and warrants to purchase 200,000 shares of United common at $45 in addition to the 15 surplus Viscounts.

United would gain entry into several new markets if the merger is approved. Minneapolis/St. Paul and Buffalo are among the major cities which would be added in the north. Miami and three other Florida cities would be reached via the Buffalo-Pittsburgh route southward, and also via Cleveland and Atlanta. In addition other large southern cities such as: New Orleans, Memphis, Birmingham and Charlotte would appear on the United system.

New Riddle Subsidiary Would Buy Argosys

Plans to form a wholly-owned subsidiary incorporated under the laws of Puerto Rico have been revealed by Riddle Airlines.

The corporation, to be known as Atlantic Leasing Corp. would be set up to purchase the five Argosy turboprop freighters which Riddle has ordered from the British manufacturer, Armstrong Whitworth. The Puerto Rican Corp. would handle the financing and lease the aircraft back to Riddle. Any additional aircraft which Riddle might purchase would also be financed by the new subsidiary.

Lease payments from Riddle would equal the payments which Atlantic will make on the purchase. At presstime, the exact amount of the payments had not yet been determined, nor had the Civil Aeronautics Board approved Riddle's organization and control of the new subsidiary.

The Board must also approve interlocking relations arising from the proposal. Approval has been asked for Robert M. Hewitt to serve as president of Riddle and also as president and director of Atlantic.

Air Packaging Course Scheduled By Air Force

Four new specialized packaging courses will be held during the next 12 months at The Joint Military Packaging Training Center, Rossford Ordnance Depot, Toledo, Ohio. One course will be devoted to the preparation of freight for shipment by air.

The special course on air shipment will consider; (1) the policies and procedures governing air shipments; (2) election and use of interior and exterior containers, with special emphasis on tare and cube factors; (3) bracing; (4) cushioning; (5) marking; and (6) loading for transport.

Parties interested in the military packaging program can contact the Packaging and Materials Handling Division, MCTE, Hq., AMC, Wright-Patterson AFB, Dayton, Ohio.

Panagra's New DC-7F Links U.S.—So. America

Panagra has introduced its first DC-7F all-cargo service between the U.S. and South America. Operating once weekly out of Miami, the new flight will serve Panama, Guayaquil, Lima, La Paz and Cochabamba. Specially designed to fly large and heavy shipments of air freight, Panagra's DC-7F will carry heavy industrial machinery, oil drilling equipment, air-van packaged household goods and modest-sized motor vehicles.

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AIR CARGO

SEPTEMBER, 1960 Vol. 4 No. 9

Build Cargo Facilities This Way

Ground rules laid down by the Air Transport Association for air cargo facilities construction are few since each airport will present unique problems

A GUIDE to cargo terminal planning has been settled upon by the U.S. airlines.

The result, admittedly only the thinking of today, is, nevertheless, the latest thing of its kind.

"The dynamic technological advances being made and expected within the next five to ten years in the field of air transport cannot be totally predicted," the report reads. "With the advent of new flight equipment and other developments, this publication will be revised accordingly. However, it is important that the reader understand that it is imperative for the planners of airports to consult with the users of their facilities from the inception of a program, during the planning stage, and throughout airport development."

The guide is the work of the Airport Cargo Terminal Facilities Committee of the Air Transport Association. It represents more than a year of study and a winnowing of all of the ideas advanced.

Termed, "A reference guide of minimum requirements to produce maximum operational efficiency at a minimum cost for all those concerned with planning, design, and building of cargo facilities at airports," the publication is a statement of the views of the airlines. However, only those views upon which all could agree are stated.

The committee was faced with an almost insurmountable problem. Each of the member airlines of the Air Transport Association had to be consulted. Further, every possible governmental and private organization had to be contacted for refinements not brought out by airline operations.

Throughout, the committee warns that few absolute rules may be set down. Each airport will be unique.

Airports as they are known today have had to satisfy many different requirements. Even the airport location is a complexity of compromises.

In the past, air cargo had very little influence on airport development. The facilities for handling cargo were oftentimes appendages to existing terminal facilities, or were relegated to outmoded hangars or other unwanted airport buildings.

This must change. Air cargo is becoming an important factor in itself. It must be treated with as much care as any other airport problem.

One of the first things the committee warns airport planners to remember is that cargo facilities must have roads to accommodate cargo vehicle traffic. With sufficient cargo volume, an airport may come out ahead by giving the trucks a special road—one separate from the roads used for passenger vehicles.

Not stated as an absolute rule, but suggested was:

Locate the cargo complex near the passenger terminal complex.

A cargo complex is defined as the entire physical area, including the buildings, roadways, truck aprons, and aircraft ramps devoted exclusively to the cargo handling functions on an airport site.

Near, was not defined, but the committee pointed out that easy access between the passenger complex and the cargo complex is desirable to permit easy airline transfer of cargo between the two areas.

Not a suggestion, but stated as an absolute rule was:

The cargo complex must have space for expansion.

Artist's view of a cargo building. Terrain puts truck bed at floor level. Canopy slopes in to direct run off away from truck. Building interior is clear to a height of 14 feet.

The cargo buildings in the complex should also allow for expansion. Multiple occupancy buildings for air carriers were found suspect, particularly for airlines with all cargo aircraft. The committee explained that requirements for cargo aircraft ramp positions are not necessarily directly related to a user's terminal space requirement.

"In the past," the committee said, "with relatively low volume and a limited number of cargo aircraft schedules, the long, multiple-occupancy terminal—with no expansion potential—was thought adequate."

No more. Not only must there be room for expansion within buildings, there must be room for aircraft loading position expansion.

Multiple airline occupancy of a building can be made to work if not more than two tenants are involved, and if there is room at each end of the building for expansion.

The study discusses parking requirements for employes, customers, visitors, and trucks.

For handling trucks, the Guide recommends that the cargo terminal truck aprons have a minimum overall depth of 100 feet. This will allow 75 feet for maneuvering, and 25 feet for access roadways.

When suggestions for construction of terminal buildings are made, the Guide first warns that the users must be consulted. A partial list of the factors which must be satisfied from the user's standpoint include: the type of aircraft operated, scheduling, transfer times, warehousing requirements, customs requirements, and materials handling systems.

Smooth-trowel Warehouse Floors

It was recommended that floors in warehouse areas be trowelled smooth and a surface hardener applied. Some areas may need floor drains to facilitate washdown and drainage.

Among other recommendations for the buildings:

A minimum clear interior height of 14 feet; and,

A stressed floor slab so that interior walls may be curtain type, as opposed to bearing walls. Exterior walls should not be load bearing either. This is to permit changes by the user from original requirements.

On the truck side of the building, the dock height should be 46 inches. This is a compromise to accommodate 25-foot city trucks and 50-foot road trailers, or anything in between. The 46 inches should develop from the terrain, or grading, and should not be created by wells.

The terminal walls and doors should completely enclose the dock area. Exposed dock frequently means double handling and is of little value during inclement weather.

A canopy should protect the truck apron, and the canopy should slope toward the building.

Ten-feet by ten-feet overhead doors are recommended for the truck side.

On the aircraft ramp side of the building, terminal doors should be 12 feet wide.

12-foot Ramp-side Doors

For buildings with two tenants, it is suggested that the aircraft ramp be on the same level as the terminal floor. In single tenant buildings, tenants should specify any difference desired between floor and ramp height.

Office areas of the buildings should be thermostatically controlled to maintain a 72-degree (F) temperature when the outside temperature is zero. Warehouse areas need to maintain a 50-degree temperature with the doors closed when it is zero outside.

The buildings will need electricity—a minimum of 220 volt, three phase, with a potential of 110 volt, single phase. Any special services required should be the responsibility of the user.

Lighting should be tailored to the individual requirements of the tenants, subject to certain minimums:

Main warehouse, fluorescent, 10 to to 25 foot candles;

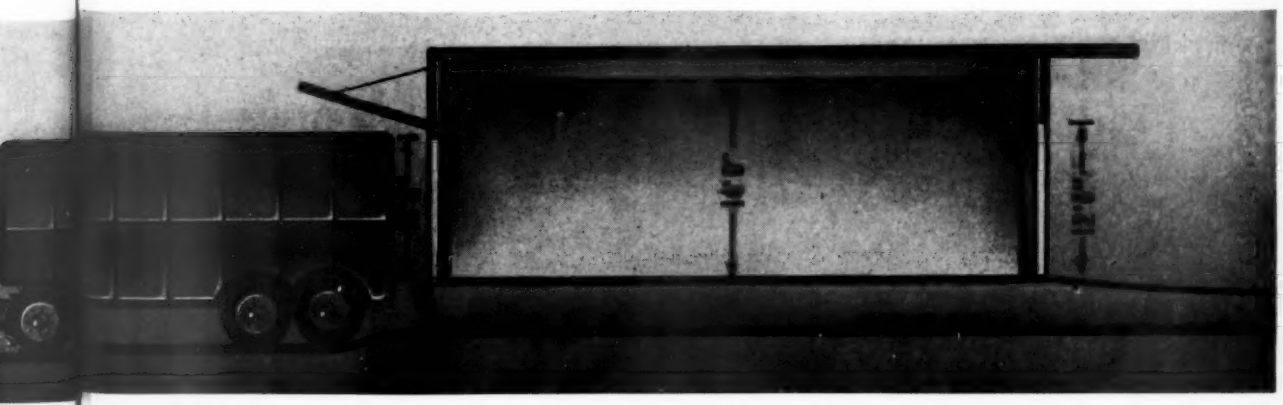
Office areas, shielded fluorescent, 50 foot candles;

Aircraft ramp area and truck apron, 10 to 15 foot candles, plus sufficient light to illuminate the interior of a truck during loading or unloading.

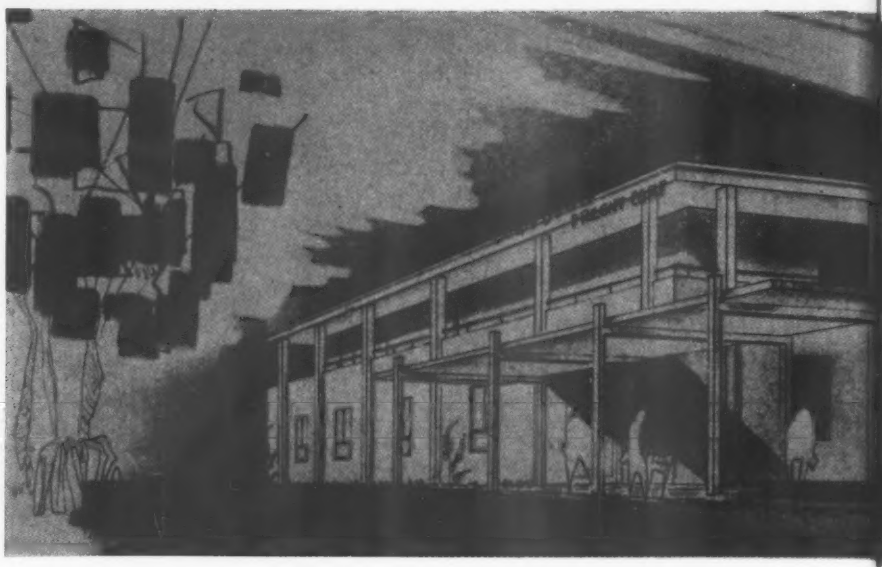
The Guide closes with a special requirements check list. The list contains some 20 items which should be investigated.

For example, it should be determined what special requirement the Post Office Department of the Express Company may have. The list warns the planner to find out what the user feels he will need immediately, and what the user will need later.

Copies of the publication, *AIR CARGO Planning Guide*, may be obtained from: Secretary, Airport Cargo Terminal Facilities Committee, Air Transport Association of America, 1000 Connecticut Avenue, NW, Washington 6, D.C.



Airborne's New general office Slated for completion in October



John D. McPherson
Airborne's president

Airborne Streamlines Fo

CONSTRUCTION of a streamlined general office and occupancy of a new cargo building underscore the latest advances made by Airborne Freight Corporation on the west coast. Both facilities are located at San Francisco International Airport.

Administrative personnel for the San Francisco based forwarder and all of its subsidiaries will be housed in the general office which is scheduled for completion next month.

In addition, Airborne will install the most advanced accounting equipment, including National Cash Register billing machines, to keep pace with a business which in fiscal 1959-60 grossed an estimated $12 million. In fiscal 1958-59, total dollar volume was a little over $9 million.

Located on a 2.1 acre plot, the two story general office building will cover approximately 13,000 square feet and will cost $200,000.

The visitor will enter the Airborne general office through a reception room and lobby on the first floor. On this level, he will also find mailing and printing facilities, the employees' lunch room and a pantry. Executive offices, the conference room and over-night accommodations for visitors are located on the second floor.

Airborne has already moved into its new cargo building No. 2 which has contributed a five fold increase in space. Constructed by the city of San Francisco, the forwarder is leasing 3600 sq. ft. in the building, 1200 for offices and 2400 for cargo handling.

The building is of light steel frame construction, with aluminum siding

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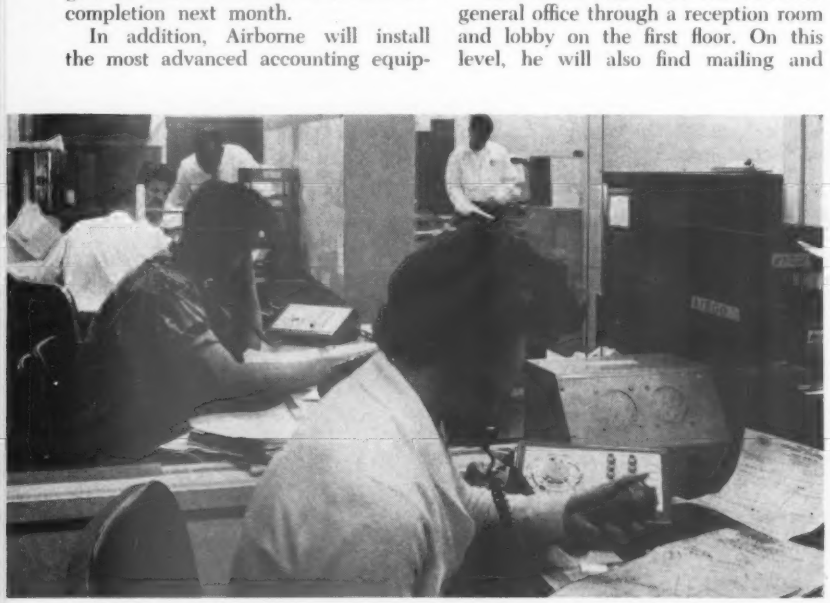

OPERATIONS ROOM on the second floor of the Airborne terminal. Here, paperwork is processed and the forwarder's radio-equipped trucks are dispatched.

TRUCKS ARE OFF-LOADED by conveyor at the terminal dock. The shipments move through

doors,
craft

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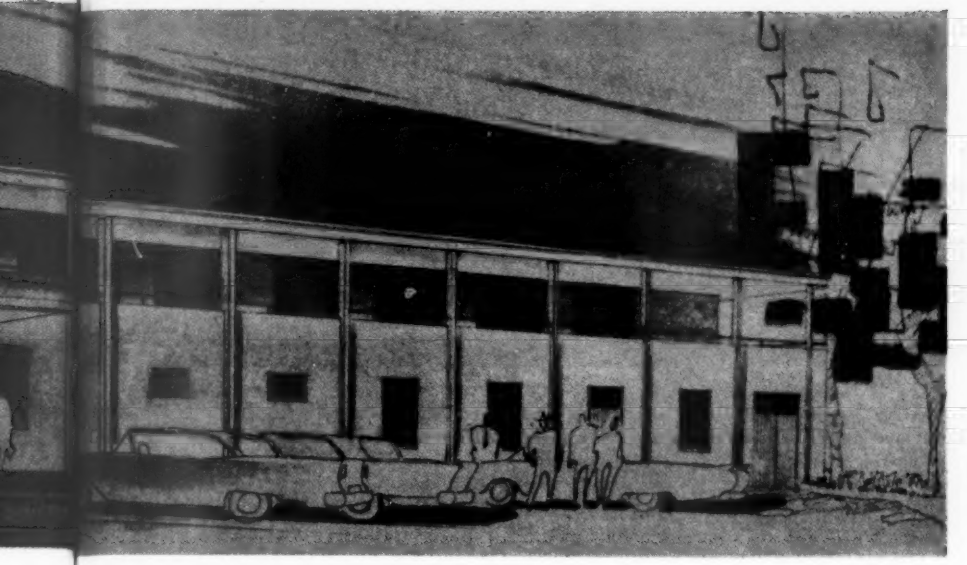


By DONALD J. FREDERICK

es For Jet Age Volume

and roofing. Docks are 15 feet wide with a 20 foot roof overhang. A 15 foot canopy slopes over the apron side of the building.

Cargo handling and consolidation take place on the first floor. Freight is unloaded from the firm's 19 trucks by conveyors. The conveyors transfer the freight to either aircraft ramp areas or to spaces reserved for the consolidation of shipments.

Three executive offices and an operations center are located on the second floor of the cargo building.

The building occupied by Airborne is one of two new installations constructed at San Francisco International Airport to handle the mushrooming movement of air freight. Erected at a cost of $650,000, they have added 67,000 sq. feet to existing facilities.

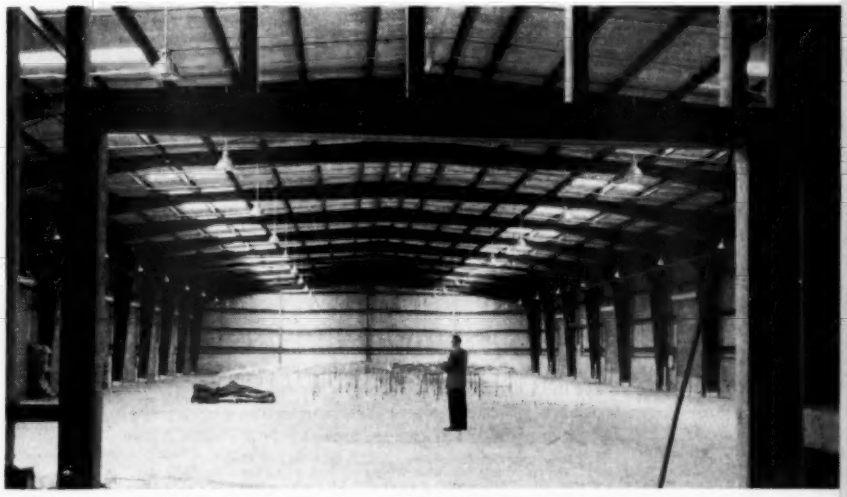
This is only a start. Plans are already underway for an additional building of about 40,000 sq. feet. This entire development eventually will be augmented by a complete air cargo city.

San Francisco has already set its sights on 200 acres of tidelands adjacent to the airport for development of this complex.

As visualized, it would have separate roadways, large marshalling yards for trucks and other equipment, warehouses, refrigeration, mechanized loading equipment, and space for loading at least 40 large cargo aircraft simultaneously.

San Francisco Airport has experienced a steady growth in air cargo. Over the past 10 years, cargo shipments have increased tenfold.

doors, 10 feet wide and 12 feet high, to aircraft ramp or consolidation areas.



INSIDE, the ground floor of the terminal, a well lighted cargo collecting area has a 14-foot overhead clearance. Absence of pillars permits the unimpeded flow of cargo.

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ELECTRICAL APPL.	11.20	11.20	12.80	12.80	9.40	3.80	11.20	11.60	11.80	12.80
FURS	6.05	6.05	4.05	6.75	8.40	2.60	5.95	2.00	4.65	7.55
MACHINE PARTS	11.20	11.20	6.80	12.80	9.40	6.80	11.20	11.60	10.40	12.80
OFFICE MACHINERY	10.60	10.60	12.20	12.20	8.80	4.05	10.60	11.60	10.40	12.20
PHARMACEUTICALS	11.20	11.20	12.80	11.05	6.40	4.80	11.20	7.40	8.80	5.80
RADIO & TV	11.80	11.80	12.80	12.80	9.40	6.30	12.00	11.80	10.20	12.80
RECORDS	12.20	13.00	12.80	14.60	11.20	6.80	11.20	7.40	11.40	8.00
SHOES	5.95	5.95	8.80	6.55	4.15	2.60	5.95	2.00	9.40	6.55
TEXTILES	5.20	5.20	6.80	6.80	7.90	4.05	6.20	5.40	5.40	6.80
TYPEWRITERS	7.70	7.70	7.80	7.80	6.40	4.05	6.20	11.60	7.60	7.80
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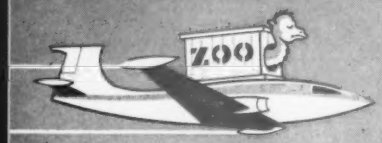
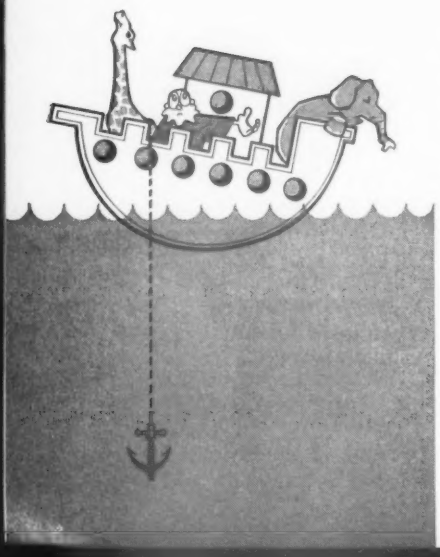


Nolan's Ark

Flying animals is a lot easier than forgetting them for Northwest Airlines'

T. R. Nolan



NOAH'S ARK had nothing on the modern all-cargo aircraft. Live animals, foreign or domestic, and oftentimes wild, are frequent travelers by air, but not necessarily two-by-two. In the case of baby chicks, it is not uncommon for a thousand or so to be aboard a single plane.

By the close of World War II, air cargo had proved an excellent means of moving emergency shipments and live animals. As a result, the air freight industry attracted a lot of attention which helped to stimulate the young industry's growth.

Today, it is accepted that in the "nuts and bolts" shipments lie the real future of air freight. Animals, however, refuse to be pushed to the background.

Northwest Airlines, as an example, hauls a great deal of air freight. For the most part, the freight is simple, ordinary goods moving from factories to customers. Such shipments are handled quickly, easily, and are forgotten as countless others take their place.

Not so with many of the live animal shipments. Chicks, because of sheer magnitude, are remembered by T. R. Nolan, director of air freight for NWA. Nolan estimates that his airline has handled literally millions of baby chicks. Their needs are simple; their wants are few. Baby chicks need no food or water for at least 36 hours after hatching. All they need is plenty of fresh air, and speedy delivery.

Other animals are remembered by Nolan for other reasons—like the time a Northwest official was awakened in his hotel room in Spokane by a phone call from a man in Achorage.

"We have a circus here," the caller said, "but the elephant act did not come up the highway with the circus. The children will be broken hearted if there isn't an elephant. Can you fly one up?"

Northwest could, and the show went on.

Not so big as an elephant nor as numerous as baby chicks were some minks that Nolan remembers. Several escaped from a cage in a plane while at the airport in New York and the vicious little animals kept the air freight agents out of the plane for quite a while.

A happier occasion resulted when five monkeys escaped from cages in the NWA freight department at Seattle-Tacoma airport. For five hours, air freight agents chased the monkeys which fled along the conduits just beneath the passenger terminal floor.

By and large, of course, animals stay in their cages, boxes, or whatever, causing little trouble. Indeed, Nolan says, NWA freight personnel are almost as familiar with Wolverines as they are with passengers' dogs which travel in special aluminum containers. As an afterthought, Nolan pointed out that nobody is ever really familiar with a Wolverine, a 60-pound member of the weasel family.

International situations have lent importance to animal travel far beyond the cost of the transportation or the peculiarities of the animals involved.

A Korean bear traveled via Northwest from Seoul to Washington, D.C., a gift from Korea's former president, Syngman Rhee, to President Eisenhower. Sometime later, a NWA salesman visiting Russia made a deal to trade Oregon beavers for a Russian bear.

In the days when relief in Korea was an international worry, a relief organization chartered a Northwest plane to haul pigs to Korea. Another organization sent a full plane load of hatching eggs to the war-torn nation.

Name an animal, says Nolan, and it has probably been carried by Northwest. From Alaska have come small whales, walruses, and a sea otter or two. Storks were flown in to Seattle's Woodland Park Zoo, a contribution from a Seattle baby sitting service which reaped (along with NWA) considerable publicity.

As a mater of fact, Woodland Park has been a big assist to Northwest. A Seattle newspaperman arranged to trade Woodland Park porcupines for giant Japanese salamanders. Both made the transpacific trip via NWA.

Two Bengal tigers, born in Seattle, went to Cincinnati—a kangaroo to Indianapolis. In the opposite direction, a jaguar, along with many other animals, was flown in for the zoo in Tacoma.

Lately, fish—exotic tropical fish from the Orient—are moving to U.S. pet shops via Northwest. Packaging consists of a clear plastic bag filled with water, enclosed in a corrugated paper container.

Even worms, Nolan recalled, have piled up a lot of air miles.

A woman in Portland developed a pretty good business out of night crawlers. The woman would take a flashlight out to Portlands golf courses at night to trap the worms, then ship them to Montana where they were used as bait.

Whether it is worms, or fish, or birds, or elephants, each live animal shipment is a thing apart.

Nuts and bolts undoubtedly will produce the bulk of air freight revenue. But nuts and bolts never could have produced the fund of colorful experiences which the air freight industry needed to grow up on.

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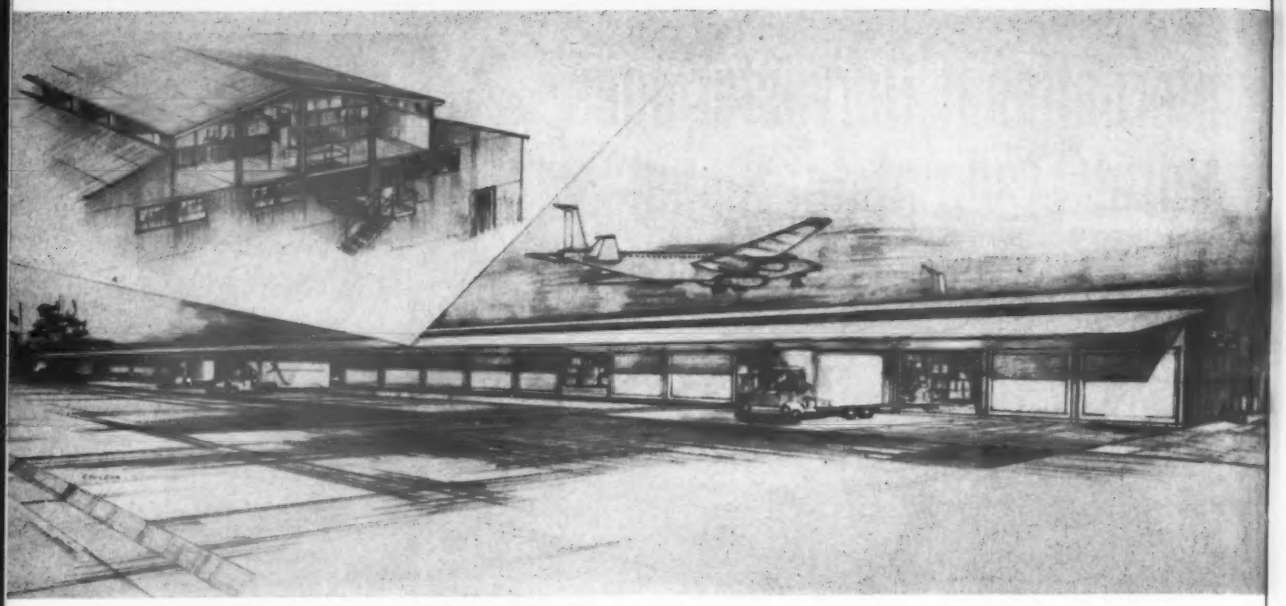

Constructed especially for the Atlantic Transfer Co., Cargo Building No. 3 at Los Angeles International Airport has no waste space. (Inset) The second floor. The open rafter design, by utilizing the gable, provides more office space. Insulated with fibre glass, the upper story is bright and airy. Roof and sidewalls of the building were built with aluminum fitted over a steel frame.

Atlantic's Newest Role

Acting as a landlord, Atlantic leases space To air cargo carriers In Los Angeles

UPON COMPLETION of its new air freight terminal at Los Angeles International Airport, Atlantic Transfer Co. will assume additional duties. The local cartage agent for the scheduled airlines in Los Angeles will become a landlord. The tenants of the new building, which is scheduled for completion this month, include airlines and forwarders.

Constructed by Fabricated Benz Buildings of Los Angeles, the two story terminal building measures 80 feet wide and 500 feet long. The total terminal area covers 2.5 acres.

Air freight operations—loading, unloading and storage—will take place on the first floor.

The first floor cargo area is of clear span construction. No posts interfere with the free movement of freight.

The receiving dock, designed with the trucker in mind, will have space for 50 trailer positions. A 46 inch dock, truck bed height, will be protected by a 12 foot canopy. An area of 26,000 sq. feet of paving on the truck dock side of the building provides for easy maneuverability.

The doors at the cargo platform were also designed to ease the trucker's burden. They measure 18 feet wide and 14 feet high.

Similarly, no traffic tie-up is expected on the other side of the building. Here four aircraft can be worked simultaneously. The aircraft apron is an extension of the terminal floor, permitting easy cross loading.

The second floor of the Atlantic building will house administrative and business personnel of all the tenants.

At presstime, requests for space in the building were still being processed. Firms which had already been cleared for cargo handling and office space include: American Airlines, United Air Lines, and Air Express International Corp., a New York based forwarder. Western Air Lines has asked for cargo handling space only. In addition, various brokers and air freight forwarders have requested office space. It is expected that all major airlines serving Los Angeles International will have some space in the new building.

Growing room is provided for. The new terminal, which is designated air freight terminal No. 3 is adjacent to the two older air freight installations at the airport. The building can be expanded by the removal of terminal No. 2 which is located next door. This solution is not totally impractical.

In a recent survey conducted for the city of Los Angeles, the new Atlantic terminal was described as an anchor for any future air cargo buildings which might be constructed at the airport. Under this plan, older air freight structures would be removed, and the planners would build around the Atlantic terminal.

The total cost of the Atlantic terminal is expected to exceed $300,000. Atlantic obtained clearance to finance the entire project from the city, but it was agreed that Los Angeles would have the right to buy back the building, by paying any unamortized cost.

Meanwhile, in its new role as landlord, Atlantic will collect the rents.

CAB

Board Takes Action To Revise Mats Bidding

Steps which would revise Military Air Transport Service's competitive bidding practices, have been taken by Civil Aeronautics Board. In a notice of proposed rule-making, the Board formally announced its intention to repeal Part 294 of the Economic Regulations. This is the part which has given the airlines a blanket exemption to perform business for MATS on a bid basis without conforming to published tariffs.

The explanatory statement accompanying the notice reiterates the Board's position that: "There is no longer any justification for continuing blanket exemptions which have the effect of removing from regulatory control a substantial portion of the air transportation operations of air carriers."

To meet the military's needs, CAB holds that a "significant amount" of traffic can be carried by certificated airlines at tariff rates in scheduled services. In the Board's words: "It appears that the exemption contained in Part 294 is no longer required to meet military needs, and has become adverse to the public interest including the national defense."

Before releasing the proposed rule, CAB, in a letter to the Department of Defense, spelled out the yardsticks it would use in judging the merits of individual exemption applications.

"Great weight," the Board said, "would be given the following considerations: (1) The rates agreed upon are deemed by the Board to be fair and reasonable; (2) The carrier has executed a Civil Reserve Air Fleet Stand-by Contract; and (3) The Secretary of the Air Force or his designee has determined that the contract is in the interest of National Defense."

Meanwhile, Air Force spokesmen have warned representatives of the nation's air carrier trade associations against any "precipitous action" in acquiring new aircraft with an eye to benefiting in CRAF contracts with MATS.

Assistant Air Force Secretary Philip B. Taylor estimated that approximately 55% of passenger and 10% of cargo requirements would be available for commercial movement in fiscal 1961. However, Taylor cautioned that overall requirements are decreasing.

"In fact," he said, "total transportation requirements have decreased 100,000 ton-miles from fiscal year 1960 to fiscal 1961. We can foresee that these requirements will continue to decrease. Although the Presidentially approved courses of action contemplate that a greater percentage of the requirements may be turned over to the civil carriers as soon as they are able to provide assured airlift in time of emergency, this increased percentage will be necessarily of a lesser total requirement than we had in fiscal year 1960."

Current MATS contracts with commercial carriers, totaling $42 million expire Sept. 30, 1960. New contracts for commercial airlift will be negotiated by that date.

Examiner Recommends New Pacific Routes

New route awards to five combination carriers and one all-cargo line have been recommended in the Trans-Pacific Route Case. The proposals, advanced by Civil Aeronautics Board Examiner William J. Madden, would sharply increase the lift available to the U.S.-Orient shipper.

In his findings and conclusions, Madden stressed the impact of jet aircraft in the case.

"Established facts with respect to the jet," he said, "require a new concept in establishing a route pattern for reaching Pacific area points. From the operational standpoint, it will be assumed that full use of great circle courses can and will be made in flights between the major U.S. cities and the major Orient cities. From the economic standpoint, it will be assumed that traffic will be stimulated to an extent and in an amount not heretofore matched or approached by any single incident or improvement."

Carriers recommended for route extensions were:

The Flying Tiger Line
Pan American World Airways
Northwest Airlines
Trans World Airlines

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South Pacific Airlines
United Air Lines

The single all-cargo carrier mentioned in the decision, *The Flying Tiger Line*, was recommended for a route between the coterminal points Boston, New York, Detroit, Chicago, Seattle, Portland, San Francisco, and Los Angeles and a terminal in Japan. Intermediate points would be served within Hawaii, Wake Island, Guam, the Philippines, Hong Kong, and Okinawa.

Citing FTL's experience in the Pacific, Madden described Tigers as "eminently qualified to undertake the operation it contemplates."

In his initial decision, Madden also urged that *Pan American World Airways* be allowed to serve Hawaii and the Orient from Boston, New York, Philadelphia, Baltimore, Washington, Detroit and Chicago in the east and Seattle, Portland, San Francisco and Los Angeles on the west coast. The carrier was further recommended for an extension of its South Pacific route beyond Sydney, Australia, to Djarkarta, Indonesia.

Both *Northwest Airlines* and Pan Am were favored for unrestricted authority between the coterminals Seattle, Portland, San Francisco and Los Angeles, on the one hand, and Tokyo, Manila, and Hong Kong on the other.

Northwest would also operate between the four west coast cities as coterminals and the Far East via Honolulu, with the restriction that service between San Francisco/Los Angeles and Honolulu be operated only with flights that go beyond Honolulu to the Orient.

Trans World Airlines would be awarded an extension of its transatlantic route beyond Bangkok to Tokyo via Hong Kong, and would have its Bangkok-Manila authority renewed until service to Hong Kong or Tokyo was started.

Madden's proposals for TWA and NWA would result in a combined round-the-world service with connections at more than one point in the Orient.

Hawaiian Airlines was supported by Madden for a route between the terminal Honolulu and the coterminals Los Angeles and San Francisco via the intermediate point Hilo.

South Pacific Airlines, according to the Examiner's report, would get a five year renewal of its temporary certificate. The certificate would be restated to authorize service between the coterminal points, San Francisco and Los Angeles, and the terminal Fiji via the intermediate points, Honolulu, Bora Bora, Tahiti and Samoa.

United Air Lines was recommended for nonstop rights to Hawaii from Mainland points, as well as the right to stop at San Diego as an intermediate on flights to and from Hawaii.

S. Rocky Mountain Case Set Up By Board

A new local service proceeding designated the Southern Rocky Mountain Area Case has been initiated by the Civil Aeronautics Board. The new case will consider applications by local carriers to provide service in an area bounded on the north by Denver, Salt Lake City, and Reno; in the west by Reno, Los Angeles, and San Diego; in the south by the U.S.-Mexican border, and in the east by El Paso, Albuquerque, and Denver.

CAB Adopts One Form For Forwarder Authority

In an effort to cut red tape, the Civil Aeronautics Board has cleared the use of a single form for parties seeking both domestic and international air freight forwarding authorization. Formerly, an applicant wishing to obtain both domestic and inter-

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national operating rights was forced to file separate applications covering each operation.

The Board predicted the single form would establish a more uniform application system and would result in a more efficient and expeditious handling of forwarder applications.

Stable Caribbean Rates Aim of CATA Talks

The Caribbean Air Transport Association has called for discussions aimed at stabilizing air cargo rates in the Caribbean area. In asking the Civil Aeronautics Board for clearance, CATA noted that the Agency previously had given such permission. "Nothing," CATA said, "has happened within the past six months to reduce the volatile character of Caribbean cargo rates."

The talks would begin September 6. The present CATA rate agreement expires October 15.

Ft. Lauderdale Exemptions Granted Seven Airlines

Seven airlines have been given temporary exemption authority to provide single plane service between Fort Lauderdale and a number of other points. The points named by Civil Aeronautics Board were Mobile, Ala., Albany, Atlanta and Columbus, Ga., and Gainesville, Jacksonville, Melbourne, Ocala, Orlando, Panama City, Pensacola, Tallahassee and Vero Beach, Fla. The carriers, which can only serve the points on their respective routes, include: Northwest, Eastern, Delta, National, Capital, Northeast and Trans World airlines.

Simultaneously, the Board gave the airlines power to provide mail service between Fort Lauderdale and West Palm Beach and Tampa-St. Petersburg-Clearwater. The Board gave the carriers authority to serve Fort Lauderdale as a coterminal with Miami last November.

TAN Draws CAB Warning In Permit Renewal Case

Questions of fitness were raised by the Civil Aeronautics Board in renewing the foreign air carrier permit held by Transportes Aereos Nacionales, S.A., a Honduran flag airline. With a warning that further abuses of the Board's regulatory processes would not be tolerated, the carrier's permit was renewed for a one year period over a route between terminal points in the Honduras and Miami via the intermediate point Belize, British Honduras.

Based on evidence in the proceed-

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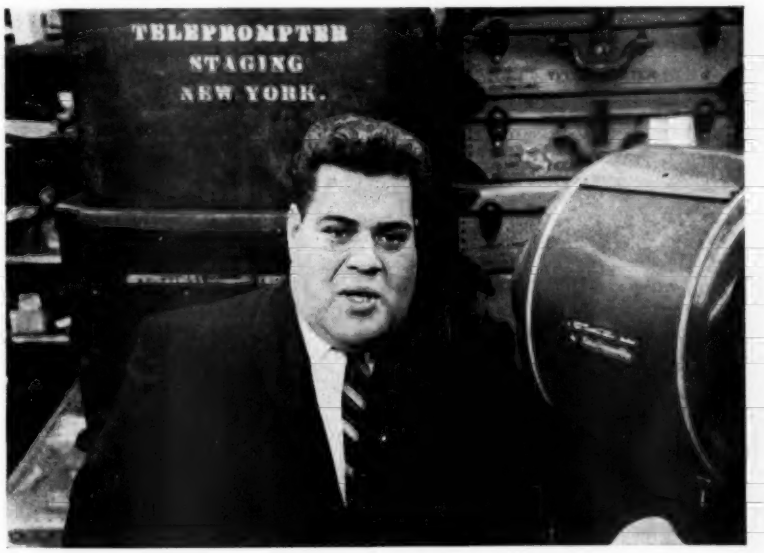

TelePrompTer Corporation produces closed-circuit TV programs nationwide, ships its special electronic projection equipment by air, relying heavily on Delta's Air Freight service.

"Meetings via closed-circuit television have become so popular with business and industry," reports Barry Burnstein, Traffic Manager, "that we have to use the fastest, most reliable means of shipment to assure prompt delivery. By using Delta Air Freight we also eliminate heavy crating, excessive paperwork and handling. Air freight is a daily tool of business with us. It has helped us widen our service and please more customers."

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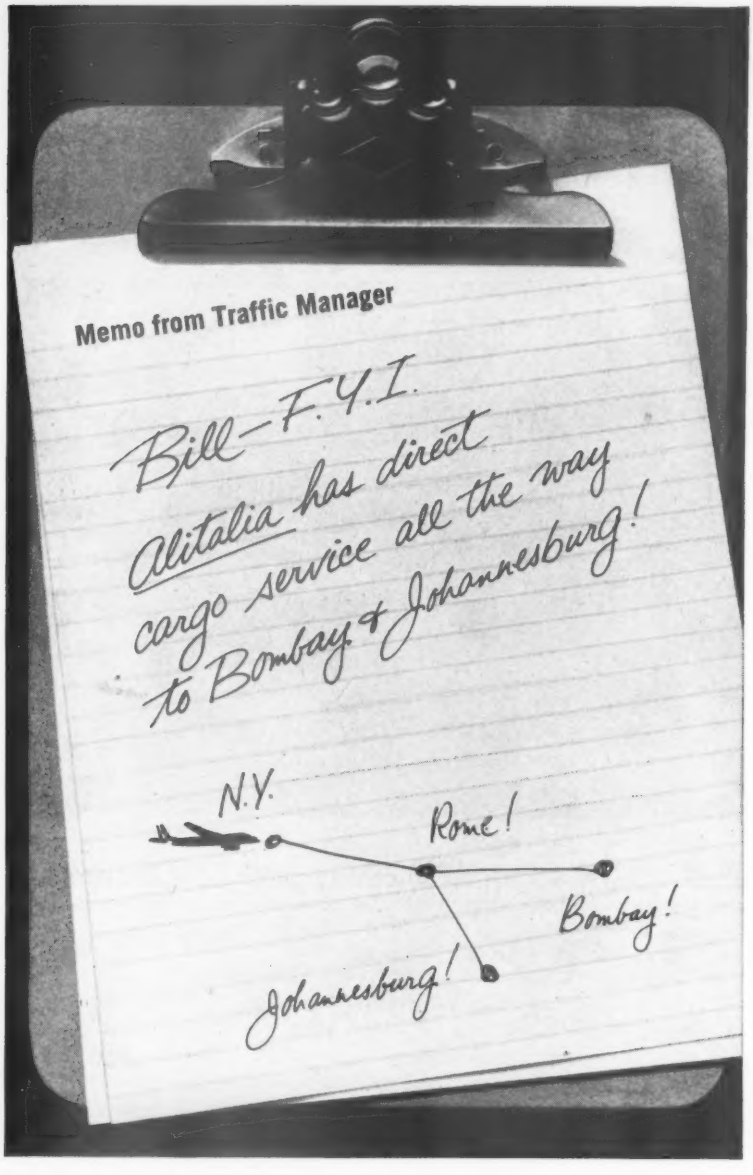

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ing, CAB noted that the carrier had taken "affirmative steps to conceal the facts and to mislead the Board as to the true circumstances surrounding its operations."

CAB BRIEFS

Aerolineas Peruanas, S.A., a Peruvian airline, has been issued a foreign air carrier permit to serve a route between points in Peru and the terminal Miama via the intermediate points Guayaquil, Ecuador, Panama City, Panama and Barranquilla, Columbia.

Northern Consolidated Airlines has asked for authority to serve Big Delta, Alaska, as an intermediate between Anchorage and Fairbanks.

Authority held by **Bonanza Air Lines** to serve Kingman, Ariz., and Blythe, Calif., as intermediate points has been renewed for an indefinite period.

Southern Airways has received authority to serve two new route segments between: (1) the terminals Nashville, Tenn. and Memphis via the intermediate point Jackson; and (2) the terminals Nashville and Memphis via the intermediate points Clarksville, Paris, Union City, and Dyersburg, Tenn.

CAB CALENDAR

SEPTEMBER

Sept. 7—**Trans-Pacific Route Case,** Oral Argument, Washington, D.C. (Docket 7723 et al).

Sept. 13—**Greensboro-High Point Adeq. of Service Case,** hearing, Washington, D.C. (Docket 8106 et al).

Sept. 26—**Reopened Pan American Mail Rate Case,** hearing, tentative (Docket 1706-A).

Sept. 27—**Southwestern Area Local Service Case,** hearing, tentative (Docket 10758).

OCTOBER

Oct. 11—**United States Overseas Enforcement Proceeding,** hearing, Washington, D.C. (Docket 10979).

Oct. 24—**Wyoming-South Dakota-Chicago Air Service Investigation,** hearing, tentative (Docket 11042 et al).

NOVEMBER

Nov. 29—**Southern Rocky Mountain Area Local Service Case,** hearing, tentative (Docket 5395 et al).

Carrier Round-Up

AIR FRANCE is now acting as general agent for T.A.I., a French independent airline. As general agent, Air France will assume responsibility for all of T.A.I.'s sales, traffic, public relations, and promotional activities in North America.

BRITISH EUROPEAN AIRWAYS has opened new cargo offices at Florence and Turin, Italy. Address in Florence is Piazzi Antorinori, 2; in Turin, Via Sparo, 49.

EAST AFRICAN AIRWAYS, during the first six months, carried 1262.7 tons of cargo and 286.7 tons of mail for a 21.4% increase in both categories over the same period in 1959.

JAPAN AIR LINES has opened a new district sales office in Boston. The office, which is located at 528 Statler Office Building, 20 Providence Street, is under the direction of James J. O'Leary.

IRANAIR has named Scandinavian Airlines System as general sales agents for North America and Northern Latin America. Through its offices, SAS will promote traffic over the Iranian carrier's route system, including the processing of cargo shipments.

ALITALIA reports an upsurge in transatlantic air cargo during the first half of 1960. Eastbound, volume increased 63% over the first half of 1959; westbound, volume was 52% higher. Total increase in both directions ran 57% over the first half of 1959.

DELTA AIR LINES has expanded Convair 880 jet schedules with new flights from Chicago to Houston, Memphis, New Orleans, and Atlanta.

AIR EXPRESS INTERNATIONAL CORP. offices in Frankfurt, Germany and London, England have been approved as cargo sales agents and international air cargo consolidators by the International Air Transport Association.

UAT FRENCH AIRLINES has established a new office in Birmingham, England at 176 Broad Street.

EASTERN AIR LINES AND BRANIFF AIRWAYS are operating a through Boeing 707 interchange flight between New York and Rio de Janeiro, Brazil via Panama City, Panama, Lima, Peru and Sao Paulo, Brazil. The two carriers have also initiated through 707 service between New York and Bogota via Miami and Panama.

TRANS CARIBBEAN AIRWAYS, in June, carried 304,090 ton miles of cargo between New York and San Juan for a 48% over the same month in 1959. During the first six months of 1960, Trans Caribbean flew 2,280,341 ton miles of cargo for a whooping 147% increase over the same months in 1959.

BRITISH OVERSEAS AIRWAYS CORP. is claiming a record for the largest single shipment of revenue cargo ever carried aboard a Boeing 707. The shipment, consisting of 66 packages of electrical equipment weighing 4,083 kilos, 9,000 lbs. was flown from London to New York.

Meanwhile, BOAC officials feel that their new deep freeze and refrigerator facilities at Idlewild International Airport have caused a climb in cargo shipments of perishables. The build up in shipment has been especially noticeable to Caribbean island points.

NATIONAL AIRLINES, in June, carried 765,129 pounds of air freight and 106,975 pounds of air express out of New York, up 74% and 41% over the same month the year before.

UNITED AIR LINES has begun Boeing 707 jet service to Omaha. Initial schedules link Omaha with Chicago and California.

PAN AMERICAN WORLD AIRWAYS has beefed up Boeing 707 jet service to South America. The carrier now offers: four weekly flights between New York and Rio de Janeiro via Port of Spain, Trinidad; once weekly service between New York and Buenos Aires via Brasilia; and daily nonstop flights between New York and Caracas.

In the Far East, Singapore, Saigon, and Jakarta have been linked to Los Angeles by a weekly 707 flight.

In a continuing effort to improve service on its world wide routes, Pan Am has purchased three additional long-range Boeing Intercontinental jets for delivery in early 1961. The new order will bring to 53 the total of jet aircraft in operation or on order by the carrier.

Meanwhile, Pan Am has made important strides in Transatlantic cargo. During the first six months of the year, the airline flew more than 8 million pounds of cargo across the Atlantic

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for an increase of nearly 50% over the same period in 1959. In addition, the carrier is claiming an all-time eastbound cargo record for the week ending July 2 when it flew 138 tons of cargo to Europe. This included 177,100 pounds of air freight aboard all-cargo aircraft and nearly 100,000 pounds in the cargo compartments of passenger aircraft.

ALLEGHENY AIRLINES reported a record June. Combined air freight and air express boardings of 958,000 pounds contributed to a 53% increase over June 1959.

MIDDLE EAST AIRLINES expects to take delivery of a fleet of Comet 4C jet aircraft late this year. The carrier is planning a daily service between London and Beirut with alternating schedules serving the capitals of Europe.

VARIG AIRLINES is flying three weekly nonstop flights between New York and Rio de Janeiro.

The Board has renewed authority held by **OZARK AIRLINES** to serve Louisville, and Owensboro, Ky., and Clarksville/Fort Campbell/Hopkinsville, Tenn. on a permanent basis.

SAMOAN AIRLINES has been granted an exemption to carry mail on a non-subsidy basis between Pago Pago, American Samoa and Apia, Western Samoa.

HARRY AND MARTIN SHULMAN and Shulman, Inc. have gained approval of certain control and interlocking relationships arising from the acquisition of the Orient-American Forwarding Company, an international air freight forwarding firm operating in Japan.

MACKEY AIRLINES has been temporarily exempted to serve Grand Island, B.W.I., as an intermediate point between Fort Lauderdale, Fla. and the Biminis, B.W.I.

SOUTH PACIFIC AIR LINES has been cleared to operate up to 12,500 revenue plane-miles per quarter in offline charter trips and special services.

NORTHEAST AIRLINES, in June, carried 273,711 ton miles of freight, 121,078 ton miles of mail, and 40,000 ton miles of express, representing corresponding increases of 157.3%, 48.2%, and 16.6% over the same month in 1959.

NATIONAL AIRLINES will begin daily DC-8B jet service this fall between Miami and Houston.

EASTERN AIR LINES has ordered 10 Boeing 720 jets at a cost of approximately $44 million. EAL president Malcolm A. MacIntyre said that with delivery of the 720s in 1961, together with the final four of Eastern's 16 DC-8s, his carrier would "complete a program of equipping all of its main trunk routes with terminal-to-terminal nonstop jet service by the end of next year."

LUFTHANSA has opened an off-line office in Tokyo preparatory to the opening of Boeing 707 Frankfurt-Bangkok-Tokyo service scheduled for June 1961. The new service to Tokyo will be routed via Hong Kong.

DELTA AIR LINES has ordered three additional Convair 880 jets. The aircraft will be delivered in August and September, 1961. The 10 Convair 880s originally ordered by Delta will be delivered this year.

RANSA (Rutas Aereas Nacionales, S.A.), Venezuelan airline, has bought two DC-6As for use in scheduled air freight service between Miami and Caracas and other points in South America. The airline recently opened a New York office at 30 Church Street, with Raniro Salazai in charge.

ALLEGHENY AIRLINES has inaugurated service at four new points—New London/Groton, Conn., Dubois, Pa., Trenton, N.J. and Wilmington, Del.

WEST COAST AIRLINES has scheduled nonstop F-27 turboprop service between Spokane, Wash., and Calgary, Alberta, Canada. It is the first regularly scheduled international flight by a U.S. local service carrier.

BRITISH OVERSEAS AIRWAYS CORP., which recently flew more than three tons of pyrethrum extract from Nairobi, East Africa to New York, indicated a new trend in the movement of bulk commodities by air. Pyrethrum, a daisy-like flower, yields an extract deadly to mosquitoes.

BOAC carried 6756 pounds of the extract in a 60-drum shipment. Up to now, the carrier noted, most of the pyrethrum shipments were made by sea. The present shipments are being flown by BOAC at a new low developmental rate. BOAC feels that its cargo service between East Africa and New York will increase the additional production of the insect killer.

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PEOPLE

C. W. Pugh is the new assistant cargo sales manager for Alitalia in North America. Before joining the Italian carrier, Pugh worked in cargo traffic and sales with KLM in Philadelphia. He has also had extensive freight forwarding experience in the U.S. and South America.

Sal Amico has been chosen to fill the post of air cargo coordinator at Idlewild International Airport by Japan Air Lines. Amico, who has 13 years of cargo experience behind him in the New York area, has been associated with Capital Airlines, New York Airways and United Air Lines. Simultaneously, **William Brown** was appointed to JAL's cargo sales staff covering commercial, cargo agent and steamship accounts in the Manhattan area.

AMICO

BROWN

JAL's eastern cargo sales manager Joe Leonard said the two appointments mark expanded activities in his division, including the expected increase in payload from the new DC-8 jet service and the inauguration, this fall, of an all cargo DC-6A service across the Pacific.

At the head office in Tokyo, **Michio Hanaoka,** formerly JAL's eastern regional manager in the U.S., has been appointed to the post of special assistant to the managing director of traffic and sales. He was succeeded in New York by **Tatsuhiko Kawabuchi** who will fill the newly created slot of deputy general manager, American Division, and director of traffic and sales.

R. L. Rickenbacher has been elected to the president of the American Material Handling Society, Denver Chapter. International in scope, the society is dedicated to the exchange and examination of ideas or methods of handling the flow of inplant raw materials or finished products. Rickenbacher is transportation methods engineer for Ringsby Truck Lines and vice president and general manager of Interstate Express Systems.

Two new sales representatives and an operations manager have been added to the Air Express International Corp.'s organization in Japan. The sales representatives, **Tadeo Tanaka** and **Kosaku Kageyama,** will acquaint Japanese importers and exporters with AEIC's air shipping services.

As operations manager, **Takatoshi Ogawa** will head up the big forwarders operations in Tokyo.

Robert W. Hopes has been elected director and assistant to the president of General Air Freight, a domestic air freight forwarder in Chicago. Meanwhile, Hopes was also tapped as director of sales for General Parcel Delivery Co., an associated Chicago cartage firm. He will be headquartered at

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Perishables • Soft Goods
Live Animals • Spare Parts

WORLD-WIDE AIR CARGO CHARTER FACILITIES

Call your Freight Forwarder,
Cargo Agent or National Airlines

1003 W. Huron St., Chicago, Ill., but will spend considerable time at his New York City office at 341 Madison Ave.

William H. Clarke has assumed new duties as staff supervisor of air freight tariffs for American Airlines. In his new post, Clarke will be responsible for air freight tariff development, application, and interpretation. Before joining AA, Clarke served for eight years with Pan Am and TWA.

A five year cargo award of honor has been presented to **Harry Witte** by Scandinavian Airlines System. Witte, as cargo sales manager in Los Angeles, recently celebrated his 5th anniversary of serving SAS cargo agents and commercial accounts in the West Coast area.

Adolfo Novo has been boosted to Florida traffic and sales manager by INI Airlines. Novo, a veteran Miami aviation sales executive, will direct cargo and passenger sales development for the Argentine carrier.

W. J. Weisbruch has been appointed manager of the Oakland, Calif., base of Lockheed Aircraft Service, Inc. He succeeds **E. N. Roscoe** who was transferred to Lockheed Aircraft Service-New York as assistant base manager.

John E. Johnson has been named sales promotion manager for Northwest Airlines.

In a move to consolidate its sales and service management staff, Allegheny Airlines has named **L. T. Ferguson** general sales manager and **Robert C. Schumm,** general manager-transportation services.

Edward M. Higgins, director of cargo and specialty sales for Alaska Airlines, has been named general sales manager.

Franklin H. Macgregor has been appointed to represent Air-India in the six New England states.

Charles Daly has been named district sales manager for Braniff Airways in Argentina.

Jack Dicker will head up the new packaging and freight division at Aircraft Dynamics International Corp. As general sales manager, he will coordinate sales and operations activities in the division's four departments—jetpak custom packaging service, air and ocean freight forwarding, warehousing, and consolidation-distribution.

DICKER

BROWN

Fred D. Brown has been appointed district manager for Airborne Freight Corp. in Boston. Brown, for the past 12 years, was associated with American Shippers. With that organization, he held various positions in sales and operations and, for a four-year period ending last February, he was New England regional manager for Shippers, based in Boston.

In the midwest, **Gene Headley** is acting as Airborne's sales representative for Southern Michigan.

At the general office, **Larry Rodberg,** formerly district manager, Los Angeles, has been boosted to vice president, sales. Rodberg will supervise and coordinate direct selling efforts throughout the Airborne system.

Charles L. Peet has been named district sales manager for Braniff Airways in San Francisco.

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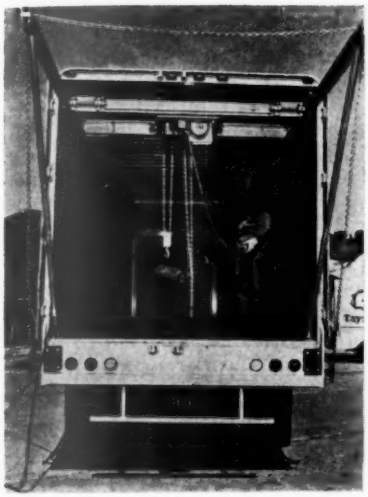
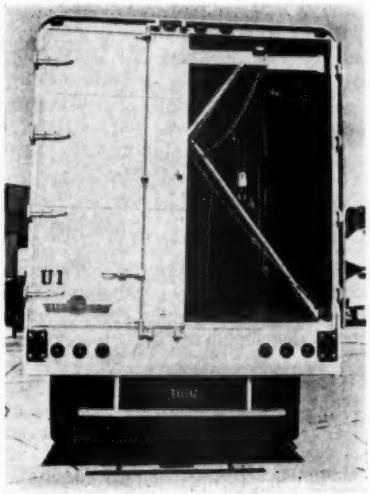
New Products and Processes



AFTER CARGO has been lifted above the tailgate, hoist carriage rides back into the trailer.



EXTERIOR RAILS fold in when the job is done permitting the doors to close.

Truck With Built-In Crane Solves Heavy Cargo Handling

A new line of cargo trailers manufactured by Aerobilt Bodies, Inc. has prompted the designing of a crane that facilitates the loading and unloading of trailer cargo. Aerobilt is a subsidiary of Grumman Aircraft Engineering Corporation.

The device works without the aid of either an elevated platform or hydraulic tailgate. Aerobilt designed the self-contained crane rail equipment so that it operates manually or electrically. It is capable of picking up and spotting cargo any place within the trailer.

The crane easily handles contained cargo up to 3,500 pounds in weight by use of an electric hoist, or up to 600 pounds when utilized manually. The crane operates the length of the 40-foot trailer on a two rail track attached to the upper portion of each side wall. The corrugated flange fastened aluminum side wall on the Aerobilt trailer has the capacity to take the crane load safely.

A crane carriage rolls along the tracks the full length of the trailer and is carried 48 inches beyond the rear doors by two extension crane rails. The hoisting apparatus rolls along the crane carriage laterally, providing lifting power the full run of the width and length of trailer.

When not in use, the exterior crane rails fold within the trailer allowing the doors to close.

For additional information, contact Aerobilt Bodies, Inc., Bethpage, Long Island, New York.

Folding Basket Pallet Serves Dual Purpose

A new, all-aluminum folding basket pallet has been marketed by the Louisville Metal Products Company of Louisville. It is light-weight and rugged, and was originally developed for the Armed Forces.

The dual purpose pallets can be used as a container type pallet, or, by folding and locking the sides, can be used as a flat pallet. In either use, four-way entry permits movement by a hand lift or fork lift truck. Folding basket pallets can be furnished with standard two-way or four-way entry bases or with sling rings and drag runners.

The basket pallets are made of aluminum sections, non-toxic, easy to clean, spark-proof and odorless. They are also available in anodized aluminum

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(When requesting information, please mention Air Cargo Magazine and Official Guide.)

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and come in a number of standard sizes. They were designed for a 2,000 pound load; heavier capacities can be furnished.

For further information, write the Louisville Metal Products Company, 1101 West Oak Street, Louisville, Kentucky.

Gravity Wheel Conveyor Introduced By Sage

A new standard duty SAGE gravity wheel conveyor has recently been introduced by Sage Equipment Co. The conveyor incorporates 2½-inch formed steel or aluminum side members and a new universal coupling. Both aluminum and steel wheels are available in 12-inch, 14-inch, 15-inch, 18-inch and 24-inch widths with various combinations of 6 to 36 wheel settings per foot. No tools are necessary to set up the conveyor.

Write to Sage Equipment Company, Inc., 30 Essex Street, Buffalo 13, New York for additional information.

Non-skid Coating Aids Palletization

A non-skid coating to aid in palletizing items in paper bags or cardboard boxes, or other containers has been developed by Adhesive Products Corp.

Called SKID-NOT, the stuff is a highly concentrated liquid which can be diluted infinitely with water and sprayed directly onto containers. The amount of skid-proofing is controlled by the amount of water added. When dry, SKID-NOT forms a non-skid surface which permits stacking and handling of bags and cartons without fear of sliding. Although SKID-NOT can be diluted with water, it is waterproof and oil-resistant when dry, and imparts these qualities to the surfaces coated.

Additional information may be obtained from Adhesive Products Corp., 1660 Bone Ave., New York 60, N.Y.

Air-powered Dockboard For Permanent Installation

A new, permanently installed, air-powered, hydraulic dockboard has been placed on the market by the Freightliner Corp. of Portland, Ore.

Called the Aero-Board, this new dockboard is always ready for use and can be lowered or raised quickly by an "up-down" air valve. No electric power is required for the operation.

The Aero-Boards use air from the terminal air system for power and up to 24 boards can be activated by one 40 to 60 gallon air receiver tank and compressor unit. Features of the Aero-Board permit a trailer or truck to be backed into position with the doors closed. Truck doors can then be opened with the Aero-Board in out-of-the-way upright position.

When in a loading position, the Aero-Board cannot move or slip. It is attached flush with the dock floor by a heavy duty piano-type continuous hinge. Size of the Aero-Board is 57 inches long by 60 inches wide. It is of all welded construction. Rated capacity is 10,500 pounds wheel load,

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3. NIGHT FLIGHTS: Capital operates a full pattern of Nightcoach service—more cargo capacity when you need it, where you need it.

CAPITAL AIRLINES

or loaded 4,000 pound capacity fork lift truck.

For additional information, write to Freightliner Corporation, P.O. Box 3591, Portland 8, Oregon.

Narrow-aisle Truck With Single Wheel Drive

The Raymond Corporation is offering a single drive wheel heavy duty narrow aisle electric truck. The new model supplements the original model with dual drive introduced earlier. The new development of the single wheel drive enables the company to sell the new model at a lower price and also retain most of the features of the original unit.

The hydraulic lift is driven by a 8 h.p. motor operating from the large 24 volt battery which powers the truck. Lifting speeds have been increased; the heavy duty lift motor enables the truck to be used continuously over long periods to raise capacity two ton loads as high as 20 feet without overheating.

A separate motor furnishes power for the hydraulic circuit controlling the reach fork mechanism. The single drive unit is powered by a pancake type motor directly coupled to an offset drive wheel by a planetary gear arrangement. Spring suspended casters on the opposite side of the unit, plus two large rubber tired wheels in the base forks, provide proper four point stability for the high lifts.

Literature describing the new model can be obtained from The Raymond Corp. 13-180 Madison Avenue, Greene, New York.

Big Loose-leaf Binder Holds Up to 600 Pages

A multi-ring loose-leaf binder made in a 2½-inch size is being marketed by General Binding Corp. The company believes the 19-ring binder will be useful for many accounting, sales or general office functions where many sheets of paper must be kept together.

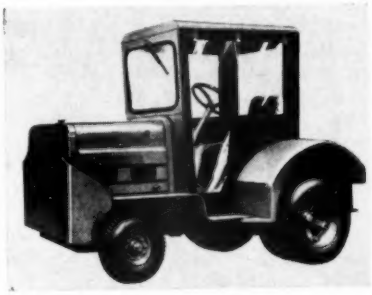
The new binder has solid steel back plates and solid locking devices. Because of its size, Mr. Big (as it is called) is capable of holding more than 600 pages.

General Binding says that because of its size and multiple ring system, all of the pages in the book lie flat and turn easily. Furthermore, no part of the pages are hidden in the inside marginal area. The book requires narrower margins than other looseleaf binders and it is estimated that the new binder saves as much as 25% in the paper required for a book of several hundred pages.

For additional information, write: Advertising Manager, General Binding Corp., 1101 Skokie Highway, Northbrook, Ill.

All-Weather Cab For Towing Tractors

A new type of cab for towing tractors offering maximum visibility and safety has been manufactured by the D & M Truck Top Company. The cab can be easily installed on tractors, to allow full production at airports or warehouses under all weather conditions. The cab has a heavy-duty steel roof and a large steel-encased safety glass windshield with electric windshield wipers.



Right, left, and rear curtains of heavy canvas and unbreakable glass are opened by two-way, heavy duty zippers.

For additional information, write the D & M Truck Top Company, 12186 Petoskey Ave., Detroit 4, Mich.

Automatic Conveyor Operates Vertically

A new principle in the vertical movement of goods has been developed by Standard Conveyor Company. Termed the "Escaveyor", it has the continuity of a belt conveyor, but loads or unloads itself automatically while in motion.

Said by the manufacturer to be the only machine of its type on the market, it is so compact it actually takes less floor space than a monostrand or straight lift conveyor.

The Escaveyor is ideal for vertical movement of packages in buildings where the lack of space prohibits installation of ordinary inclined conveyors. It may be used in up service, down service, or made reversible.

The Escaveyor is also useful in moving partial assemblies between floors, for handling finished goods in cartons

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(When requesting information, please mention Air Cargo Magazine and Official Guide.)

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or boxes, and for lifting cased materials to storage places.

Standard has published a four-page brochure describing the new concept in vertical conveyors.

For information or the illustrated literature, write Standard Conveyor Company, North St. Paul 9, Minnesota.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

TECHNICAL LITERATURE

Multi-use Winch Bulletin

City Engineering Co., Inc. has recently published a four page bulletin showing nine ways to use the 60 pound My-Te portable electric winch and hoist.

The winch-hoist was designed to lift 2500 pounds and pull 5000 pounds. The unit mounts on a truck, with six bolts. It works off any six or twelve volt battery to handle a wide variety of lifting and pulling jobs.

The winch-hoist is only 22 inches long by 12 inches wide by 14 inches high and can be shifted from one job to another by one man. The drum holds 150 feet of ¼ inch cable and operates at 32 rpms.

For copies of the bulletin M-60, write City Engineering Co., Inc., 3547 Massachusetts Ave., Indianapolis 18, Ind.

Urethane Foam Uses Described In New Bulletins

Mobay Chemical Company has come up with new developments in urethane foam production technology and end-use application. While principal end uses for urethane foam has been cushioning for furniture, autos, and aircraft, an increasing quantity of the material is going into the packaging, insulation, and filtration markets.

In the packaging field, urethane foam has solved many problems and saved substantial costs in transporting ballistic missiles, computers, instruments, optical equipment, television tubes, and other delicate parts. The high energy absorption and low compression set of urethane foam, combined with its light weight and ready formability to exact shapes, have reduced packaging costs in some instances by more than 30 per cent.

Along the line of urethane foams, Isocyanate Products, Inc. has recently published a new eight page booklet, describing materials, equipment, design assistance and engineering know-how for the production of urethane foams. It deals with the use of flexible and rigid foam-in-place resins for low-temperature insulation, shockproof packaging and encapsulation of electronic components.

For information on the Mobay developments, write Mobay Chemical Company, Pittsburgh 5, Penna.; for the brochure, contact the Isocyanate Products, Inc., Wilmington 99, Delaware.

New Brochure From Impact-O-Graph

The Impact-O-Graph Corporation has published a new brochure illustrating the use of shock-recording instruments marketed by the company. The basic instruments have been marketed for the past ten years and tested in the field. Impact-O-Graph has recently introduced several new types.

For a copy of the brochure, write Impact-O-Graph Corporation, 1900 Euclid Ave., Cleveland 15, Ohio.

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SEPTEMBER

Society of British Aircraft Constructors, 1960 Farnborough Flying Display And Exhibition, Farnborough, England, Sept. 5-11.

IATA, 16th Annual General Meeting, Copenhagen, Denmark, Sept. 12.

IATA, Traffic Conference 1, Cannes, France, Sept. 12.

Associated Traffic Clubs of America, Annual Meeting, Dinkler Plaza Hotel, Atlanta, Sept. 18-21.

IATA, Composite and Joint Meeting of Traffic Conferences, Cannes, France, Sept. 20.

National Small Shipment Traffic Conference, Annual Meeting, Chicago, Ill., Sept. 22-23.

American Movers Institute, Annual Meeting, Sheraton Park Hotel, Washington, D.C., Sept. 25-27.

Cargo Handling Exposition and Symposium, Pier One, New York, N.Y., Sept. 27-29.

OCTOBER

National Defense Transportation Association, Annual Meeting and Forum, Roosevelt Hotel, New Orleans, La., Oct. 2-5.

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AIR CARGO GUIDE SECTION - SEPTEMBER, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SDP			See Pinehurst, N. C.							
ABERDEEN, S. D.	ABR	NO	BAldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOH	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.60	1.00
ADA, OKLAHOMA	ADH	CM	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA	CAnton 9-8141	6,5	200	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HEmlock 2-0525	9,19	200	C	A	DHN		.45	.95
		JD	HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLaza 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	ELP		.40	.85
		TW	J-1709	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	BTR		.75	1.50
		TT								.75	1.50
ALLENTOWN, PA.	ABE	EA	COngress 4-0557	19	200	A	A	PHL	G	.60	1.60
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.60
		UA	COngress 4-0512	6	200	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DRake 6-9373	9,5,52	500	C	C	DAL	G	.80	1.35
		GN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		OD	DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓔ	ANA	LX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD Ⓔ		3		A	A	AC			
		NW	41661	6,10,19A,53B	2000	A	A	AC		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---			See Detroit, Mich.							
ANNETTE ISLAND, ALASKA	ANN	PAA	ADams 6-8238	6	1500						
ANNISTON, ALA.	ANB	JD	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO		3	200					No Service Available	
ARCATA, CALIF.	ACV	PC	TErrace 9-1521	3,19,54						No Service Available	
ARDMORE, OKLA.	AFD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		PL	AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, PI								Apply Huntington Rates	
ASHLAND, WISC.	ASK	NO	MUrdock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SD	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-8811	3,22,8	250	A	A	C		.50	1.60
		DL	POplar 6-5315	15,9,3,5,10,8,19,1-A,53A	6000	A	A	C		.50	1.60
		EA	POplar 7-0221	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
		NW	POplar 7-9758	52	200	A	A	C		.50	1.60
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO	POplar 6-5321	3	200	A	A	C		.50	1.60
		TW	POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW			See Lewiston, Me.							
AUGUSTA, GA.	AGS	DL	2-8814	3,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6315	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBC	QBA		3	400						
BAKER, ORE.	BKE	WC	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19,54	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,50,5	6000	A	A	C	G	.75	1.60
		AL	SOuthfield 6-1010	3,9,19	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	MUlberry 5-7718	19,8,10	200	A	A	C		.75	1.60
		NA	SOuthfield 1-0603	9,6,5	200					.75	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA	MU 5-1630	50	600	A	A	C		.75	1.60
		TW	SOuthfield 1-1500	50	400	A	A	C		.75	1.60
		UA	SOuthfield 1-0705	9,53	300	A	A	C		.75	1.60
BANGOR, ME.	BGR	NE	7314	3	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	
BARRE, VT.	MPV			See Montpelier, Vt.							
BARTLESVILLE, OKLA.	BVO	CO	FEderal 6-7147	3	200	C	C	MKC		.55	1.10
		CN	636	3	200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA	Elgin 5-2581	19,9	200	C	C	C		.55	1.25
		SO	Elgin 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS			See Saginaw, Mich.							
BEAUFORT, N. C.	MRH		PA-8-4734	See Morehead City, N. C.							
BEATRICE, NEB.	BIE	FL	CA-3-5312	3	200			CMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA	TE-5-4573	19,9	200	C	A	C		.55	1.50
		TT	TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	FI	CLifford 2-2314	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIR	TT	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB			See Philipsburg, Pa.							
BELLINGHAM, WASH.	BLI	WC	REgent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	Plaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	WA	LIncoln 8-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 7-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE Seasonal	Milan 2011	3	200	A		LaM			
BERMUDA	BDA	EA	5951	8,10	200			A			
		PAA	1054	6,50	600			A			
BETHLEHEM, PA.	ABE			See Allentown, Pa.							
BETHEL, ALAS.	---	AS								.35	.50
BIG SPRING, TEX.	BGS	CO	AMherst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-3466	3	200	A	A	GTF	G	.50	1.25
		NW	Alpine 2-7161	4,6,52	200	A	A	GTF		.50	1.25
		WA	Alpine 2-5161	6	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---			See Gulfport, Miss.							
BINGHAMTON, N. Y.	BGM	EA	9-1444	19	200	C	C	SYR	G	.45	.95
		FT	Binghampton 9-1591	23	10000	C	C	SYR		.50	1.00
		MO	7-1263	9,3	200	C	C	SYR		.50	1.00
		TW	9-1576	19	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	WOrth 1-4192	3,22,8	250	A	A	C		.60	1.20
		DL	LYric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA	WOrth 1-4631	8,7,19,9,10,52	200	A	A	C		.60	1.20
		SO	WOrth 1-3717	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	CApital 3-3272	3	200	A	A	MSP		No Service Available	
		NO	CApital 3-5640	3	200	A	A	MSP		No Service Available	
		NW	CApital 3-7400	4,52	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	OZ	9-2840	3,54	200					.45	1.25
BLOOMINGTON, IND. ®	BWG	LC	VAlley 5-2611	3	200	C	C				
BLUEFIELD, W. VA.	BLF	FI	Davenport 7-6141	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	54	3	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BXA										
BOISE, IDA.	BOI	UA	Boise 3-2521	5,6,10	400	C	A	SFO	G	.40	1.00
		WC	Boise 2-3661	3	150	A	A	GKG		.40	.85
BORGER, TEX.	BGD	CN	BRoadway 3-2810	3	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	LIberty 2-5470	9,5,15,10,52,50	6000	A	A	AC	G	.75	1.50
		ABT	HUbbard 2-2023		550						
		AL	LOgan 7-6108	9,19	150	A	A	AC		.70	1.40
		AF	COpley 7-5590		200	A	A	AC		.70	1.40
		AZ	LIberty 2-8660	10,53	440	A	A	AC		.70	1.40
		BA		11,8	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA	LOgan 7-4666	8,7,19,10,52	200	A	A	AC		.75	1.50
		FT	LOgan 7-6161	23	10000	A	A	AC		.55	1.25
		MO	E. Boston 7-4400	9,3	200	A	A	AC		.75	1.50
		NA	LOgan 7-8700	9,52	200	A	A	AC		.75	1.50
		NK	LOgan 7-8300	3,6,22	200	A	A	AC		.75	1.50
		PAA	HU 2-1747	6,10,50	600	A	A	AC		.70	1.40
		TC	LIberty 2-6070	22	300	A	A	AC		.70	1.40
		TW	COpley 7-7225	8,19,50	400	A	A	AC		.75	1.50
		UA	LOgan 7-4500	5,10,6,15	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BLD			See Las Vegas, Nev.							
BOWLING GREEN, KY.	BWG	EA	VI-2-1601	[illegible]	200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	JUniper 6-6026	[illegible]	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	SRQ			See Sarasota, Fla.							
BRADFORD, PA.	BFD	AL	2-3551	9,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT	2110		200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5531		200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC	5328		200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AL	DRexel 8-0421	9,24	150	A		C	G	.60	1.35
BRISTOL, VA.	TRI	CA	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		PI	SOuth 4-2123	3	100	C	C	INT	G	.50	1.10
		SO			200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	MYrtle 2-2721	3	200	A	C	CMA		No Service Available	
BROWNSVILLE, TEX.	BRO	RN	LIncoln 2-7431	9	200	A	A	AC		.35	.75
		EA	LIncoln 2-1696	9	200	A	A	AC		.35	.75
		PAA	2-5360	6	600	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	6882	3	150	C		SAT		No Service Available	
BRUNSWICK, GA.	SSI	DL	107	3	200	C	C	C	G	.40	.85
		EA	MElrose 8-3861	19	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	CO	VI-6-4789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	PLaza 6007	9,5,15,10,52	6000	A	C	AC	G	.50	1.65
		AL	Spring 4800	3	150	A	C	AC		.50	1.65
		CA	PLaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT	PLaza 3071	Served through CLE/BOM	10000	A	C	AC		.50	1.65
		LC ®	Spring 8282	3	200	A	C	AC		.50	1.65
		MO	PLaza 3000	9,3	200	A	C	AC			
BURBANK, CALIF.	BUR			See Los Angeles, Calif.						No Service Available	
BURLEY, IDA.	BYI	WC	ORchard 8-7432	3	150	A	A	GFT		No Service Available	
BURLINGTON, IOWA.	BRL	OZ	PLaza 2-4262	3,54	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-6814	7,8,19	200	A	C	AC		No Service Available	
		NK	4-5745	3	200	A	C	AC		No Service Available	
BUSHNG, ORE.	BNO	WC	5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	GTF	G	.55	1.35
		WA	6555	9	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1381	3,7A,15,22,12	1500	C	C	C		.50	1.00
		CP	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA	CRestview 7-0176	6	200	C	C	C		.50	1.00
		WC	CRestview 7-0755	52	150	C	C	C		.50	1.00
CAMBRIDGE, MD.	ESN			See Easton, Md.							
CAMDEN, ARK.	CDN	TT	TE-6-5784	3	150	C				No Service Available	
CAMDEN, N. J.	PAL			See Philadelphia, Pa.							
CANTON, OHIO	CAK			See Akron, Ohio							
CAPE GIRARDEAU, MO.	CGI										

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CAPE MAY, N. J.	WWD	AL		(Seasonal)							
CARLSBAD, N. M.	CNM	CO	Tuxedo 5-2992	3	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	23 4-7135	3	200	C	C	DEN		.50	1.35
		WA	3-3777.	9	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH.	CDC	BL	JUniper 6-9741	3,54.	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 4-2481	9,6,5,10.	200	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	3,54.	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271.	3,54.	200		A			.65	1.25
CHARLESTON, Ill.				See Mattoon, Ill.							
CHARLESTON, S. C.	CHS	DL	4-2567.	9	300	A	C	C	G	.75	1.50
		EA	4-3311.	19,9,10	200	A	C	C		.75	1.50
		NA	SHerwood 4-4256	9,6	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-6204.	9	500	A	A	CVG	G	.55	1.45
		CA	2-8007.	3,22,8.	250	A	A	CVG		.55	1.45
		EA	DIckens 6-0308.	19,7,9.	200	A	A	CVG		.55	1.45
		FI	DIckens 6-0691.	3	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C.	CLT	CA	EXpress 9-0773.	3,22.	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0687.	9,8,1-A	4000	A	A	INT		.50	1.25
		EA	EXpress 9-3331.	8,7,19,9,10,52.	500	A	A	INT		.50	1.25
		PI	EXpress 9-3371.	3	100	A	A	INT		.50	1.25
		XO	EXpress 9-7474.	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYG	MAR.	7361.	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	PI	3-5158.	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA	9-3103.	22,8.	250	C	C	C		.65	1.30
		DL	OXford 8-7623	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,10,52.	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499.	3,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551.	3	200	A	C	DEN	G	.60	1.25
		UA	7-7722.	9	200	A	C	DEN		.60	1.25
		WA	8-8916.	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL. Midway Airport.	MDW	AA	RElIance 5-8100	9,5,15,10,52.	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250.	7	200	A	A	AC		.70	1.75
		BN	POrtsmouth 7-5028	1,5,52.	2000	A	A	AC		.70	1.75
		CA	POrtsmouth 7-2266	3,4,22.	250	A	A	AC		.70	1.75
		CMA.		5		A	A	AC			
		CO	GLadstone 5-6310.	10,22	200	A	A	A		.70	1.75
		DL	POrtsmouth 7-1900	9,5,10,1-A.	6000	A	A	AC		.70	1.75
		EA	LUdlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		FT	POrtsmouth 7-8200	23.	10000	A	A	AC		.70	1.75
		LC ©	POrtsmouth 7-7180	3	200	A	A	AC		.70	1.75
		LH	ANdover 3-4670.	3		A	A	AC		.70	1.75
		NO	LUdlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	11,10,4,6,52,2.	2000	A	A	AC		.70	1.75
		OZ	LUdlow 5-1952	3,54.	200	A	A	AC		.70	1.75
		RD	LUdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	RAndolph 6-3644	22.	500	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,23	4000	A	A	AC		.70	1.75
		UA	POrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD.	ORD	AA	GLadstone 5-4308.	9,5,50,15,52.	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10.	1100	C	A	C		.70	1.75
		BN	GLadstone 5-4310.	50.	500	C	A	C		.70	1.75
		CA	POrtsmouth 7-2266	3,4,22.	250	C	A	C		.70	1.75
		CO	NAtional 5-5445	50.	500	C	A	C		.70	1.75
		DL	NAtional 5-6602	9,53.	300	C	A	C		.70	1.75
		EA	RElIance 5-2211	7,10,19,53,52	200	C	A	C		.70	1.75
		NO	LUdlow 5-1020	3	200	C	A	C		.70	1.75
		NW		6,538	200						
		PAA.	DEarborn 2-4900	50.	600	C	A	C		.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	POrtsmouth 7-5100	9,5,10,6,53,50C	400	C	A	C		1.00	2.00
CHICO, CALIF.	CIC	PC	FIreside 2-3007	3,54.	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	---			See Hibbing, Minn.							
CINCINNATI, OHIO.	CVG	AA	DIxie 1-5600.	9,5,10,15,52.	6000	C	C	C	G	.65	1.60
		DL	DIxie 1-5884.	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
		EA	DIxie 1-4300.	7,52.	200	C	C	C	G	.65	1.60
		LC ©	DIxie 1-4450.	3	200	C	C	C	G		
		PI	GArfield 1-1315	3	100	C	C	C		.65	1.60
		TW	DIxie 8974.	8,19.	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	3	150	C	C	PIT		.70	1.40
CLARKSTON, WASH.	LWS			See Lewiston, Idaho						No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	3,54.	200					No Service Available	
CLEARFIELD, PA.	FSB			See Philipsburg, Pa.							
CLEARWATER, FLA.	PIE			See St. Petersburg, Fla.							
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421.	9,5,10,50C.	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216.	3,19.	150	A	A	AC		.85	1.95
		CA	CLearwater 1-0913	4,8,22.	250	A	A	AC		.85	1.95
		EA	CLearwater 1-8870	9,7,19,52,10.	200	A	A	AC		.85	1.95
		FT	wInton 1-5777	23.	10000	A	A	AC		.85	1.95
		LC	CLearwater 2-3050	3	200	A	A	AC			
		NW	WInton 1-2442	6	200	A	A	AC		.85	1.95
		RD	CLearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	SUperior 1-5595	22.	400	A	A	AC		.85	1.95
		TW	WInton 1-9700	8,19.	400	A	A	AC		.85	1.95
		UA	CLearwater 1-3200	9,5,15,6,10,50C	6000	A	A	AC		.85	1.95
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VAlley 3-2210	3	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	CO	POrter 3-6212	22.	200	C	C	ELP		.60	.85
CODY, WYO.	COD	FL	58 7-4644	3	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	3	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL			See Bryan, Tex.							
COLORADO SPRINGS, COLO.	COS	BN	MElrose 4-6321.	9,5	200	A	C	DEN	G	No Service Available	
		CN	MElrose 5-1586.	3	200	A	C	DEN	G	No Service Available	
		CO	MElrose 3-4688.	3,22,10	200	A	C	DEN		No Service Available	
		OZ	GIbson 3-4173	3,54.	200			A		No Service Available	
COLUMBIA, MO.	CBI	DL	4-3186.	9,3	400	C	C	ATL	G	.50	1.10
COLUMBIA, S. C.	CAE	EA	6-1603.	19.	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 7-7458.	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2629.	19,9.	200	C	A	ATL		.50	1.00
		OD	FAirfax 4-2493.	3	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBG	OD	FAirfax 8-4900.	3	100					No Service Available	
COLUMBUS, OHIO.	CMH	AA	BElmont 1-8277.	9,5	600	A	C	C	G	.70	1.75
		DL		3,5	300	A	C	C			
		EA	BElmont 1-4529.	8,9,10,8.	200	A	C	C		.70	1.75
		LC ©	BElmont 7-5431.	3	200	A	C	C			
		PI	BElmont 7-2585.	3	100	A	C	C	G	.70	1.75
		TW	CApital 1-7866.	8,7,19.	400	A	C	C		.70	1.75
		UA	BElmont 7-3711.	9,6	200	A	C	C		.70	1.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CONCORD, N. H.	CON	NE	Capital 5-9531.	3	200	A	A	FWH		No Service Available	
COOS BAY, ORE.	OTH			See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ			See London, Ky.							
CORDOVA, ALASKA	CDV	PN	15.	4,8						1.00	1.00
CORNING, N. Y.	ELM			See Elmira, N. Y.							
CORONA, CALIF.	CNF	LX		20.	200						
CORPUS CHRISTI, TEX.	CRP	BN	TU-3-8431	9	500	A	A	C	G	.90	1.00
		EA	TU-4-0331	19,9.	200	A	A	C		.90	1.00
		TT	TU-2-7458	3	150	A	A	C		.90	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423.	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO			See Albany, Ore.							
CRANBROOK, B. C.	YXC	CP	JU-6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CALIF.	CEC	PC	Ingersoll 4-3221.	3,19,54	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	FLeetwood 7-7391.	9,5,15,10,52,50	10000 (6000 Via DL Interchange)	A	A	C	G	.45	1.25
		BN	FLeetwood 1-5522.	52,5,9,1,6,10,50.	2000	A	A	C		.35	1.40
		CO	FLeetwood 2-5601.	9,3	200	A	A	C		.55	1.40
		CN	FLeetwood 2-2609.	3	200	A	A	C		.55	1.40
		DL	FLeetwood 2-2631.	1-A,5,10,8,53,15,22	6000	A	A	C		.55	1.40
		TT	FLeetwood 1-5334.	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC ®	HIckory 6-4727.	3	200	C					
		OZ	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640.	19.	200	C	C	RIC	G	.55	1.10
		FI	SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI			See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP	CPA	3	200		C	C		.25	.60
DAWSON CREEK, B. C.	YDC	CP	55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511.	9	500	C	A	C	G	.60	1.45
		DL		10,9.	300	C	A	C		.60	1.45
		LC ®	Twin Oaks 8-5857.	3	200	C	A	C			
		TW	HE-4053	8,7,19.	400	C	A	C		.60	1.45
		UA	TW-8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-6541.	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566.	9,6	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	Elgin 3-2690.	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7741.	3,54.	200					.45	1.10
DELTA, COLO.	MTJ			See Montrose, Colo.							
DENISON, TEX.	SWI			See Sherman, Tex.							
DENVER, COLO.	DEN	BN	EAst 2-7761	5,9,52.	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO	EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL	FLorida 5-3515.	3,9	200	A	A	C		.55	1.30
		TW	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7792	9,5,15,6,10,53,500	6000	A	A	C		.65	1.50
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								.90	1.00
DES MOINES, IOWA	DSM	BN	3-0711	9,5	500	A	A	OMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA	ATlantic 8-6711	9,6,10.	300	A	A	OMA		.55	1.25
DETROIT, MICH. (Willow Run)	YIP	CA	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400.	9,7,10,19,52.	200	A	A	AC		.65	1.75
		LC ®	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	5,15,10,53.	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,15,10,52,50	6000	A	A	C	G	.65	1.75
		AL	Whitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC ®	WOodward 3-3435						G	.60	1.45
		DL	CHestwood 4-1500.	53,5,9.	400	A	A	C	G	.65	1.75
		FT	LOgan 2-9520.	23.	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110.	6,10,15A,2,52	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	50.	600	A	A	AC		.60	1.55
		RD	CHestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	MO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	22 4-5372	3	200	A	C	OFK		No Service Available	
DISNEYLAND, CALIF. ®		LK		20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200.	19,9.	200	A	A	PFN	G	.55	1.10
		SD	SYcamore 2-2075	3	100	A	A	PFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.85	.75
DOVER, OHIO ®	PHD	LC	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	AL	DAvis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	3-9641.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.90
DUNCAN, OKLA.	DUC	CN	Alpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241.	7,8,19.	200	C	A	C	G	.70	1.50
		FI	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC		22.	200	C	C			No Service Available	
EASTON, PA.	ABE			See Allentown, Pa.							
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MHK	TT	MI-6-3707	3	150	C		C		No Service Available	
EDMONTON, ALTA.	YXD	TC	28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW	57-6130	6	200	C	C	C		.50	1.00
		WA	Glendale 5-4197	6	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	EPS	SD	25111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL	Elgin 2-4218.	3,54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	CA	2396.	9	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100.	9	150	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 8-3301	5,10,52	600	A	C	AC	G	.50	1.25
		CO	PRospect 8-1951	3,5,6,22,10	400	A	C	AC		.90	1.25
		TT	3-1233.	3	150	A	C	AC		.90	1.25
ELY, NEV.	ELY	UA	AMherst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522.	3	150		C	ORD		No Service Available	
ERIE, PA.	ERI	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC ®	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362.	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221.	3	300	A	A	OTH	G	.45	.55
		WC	DIamond 5-8506.	9	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	TErrace 9-1521.	3,19,54	200	C	C	C		No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA	HArrison 2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FAI	AS	4220.	3,5	1000					1.00	2.00
		NC									
		PAA	3262.	6,50.	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	EWB			See New Bedford, Mass.							
FARGO, N. D.	FAR	NO	ADams 2-3234.	3	200	A	A	MSP		No Service Available	
		NW	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	DAvis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	HIllcrest 2-7306.	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI	HEmlock 2-4171.	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	NE	2-6785.	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL	PRospect 4-7373	3,54.	200	C		DUG		No Service Available	
		FL	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL			See Sheffield, Ala.					G		
FLORENCE, S. C.	FLO	EA	5255.	19.	200	C	A	CHS	G	.35	.75
FONTANA, CALIF.	FON	LX		20.	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,3,6,9	400						
FORT CAMPBELL, KY.				See Clarksville, Tenn.							
FORT DODGE, IOWA	FOD	GE	5-0431.	3,54.	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 4-8631	6	200					.80	1.60
		EA	JAckson 3-8546	7	200	C	A	MIA	A	.90	1.80
		NA	JAckson 4-2503	6	200	C	A	AC		.90	1.80
		NW	JAckson 2-1486	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	WEstmore 6-1457	9,52.	200	C	C	TPA		.50	1.00
		RD	EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP	CPA	6,9	200	C	C	C			
FORT PIERCE, FLA.	FPR	RD-(Demand service)	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK			See Manhattan, Kan.							
FORT SILL, OKLA.	LAW			See Lawton, Okla.							
FORT SMITH, ARK.	FSM	BN	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XYJ	CP	117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA	SHerwood 3133	9,6,5	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC	2-0641.	22.	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	ATlas 4-2551.	9,5,10,50,52.	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261.	9,5,10.	500	A	A	DAL		.55	1.35
		CO	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611.	9,3,5,10,53A.	400	A	A	DAL		.55	1.35
		TT	ATlas 4-3465.	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	YDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613.	22.	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174.	8	250	A	A	SFO	G	.60	1.90
		UA	CLinton 1-5522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR		1,3,4	500						
FULLERTON, CALIF.	FUL	LX		20.	200						
GADSDEN, ALA.	GAD	SO	LI-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR -2-0481.	19.	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-5062.	3	150					.50	1.00
GAMBELL, ALASKA	GAM	AS		3	500						
GANDER, NFLD.	YQX	PAA	722	10.	600	C	C	A			
		KLM			10	C	C	A			
		MAR	935	3,1,4	500	A	A	A			
		SK				C	C	A			
		SN		15.		C	C	A			
		SR	723	6	600	C	C	A			
		TC	913	13,7A,22.	500	C	C	A		.50	1.00
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG			See Longview, Tex.							
GLASGOW, MONT.	GGW	FL	ACademy 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527.	19,8.	200	C	C	ALB		No Service Available	
		MO	2-1184.	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13.	1000					No Service Available	
		MAR	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL	VAlle 3	3	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-4629.	6	200	C	A	A		No Service Available	
		NO	2-1711.	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-5879	3,9	200	C		DEN		.80	1.10
		UA	CHapel 3-3112	6,5	200	C		DEN		.80	1.10
GRANDE PRAIRIE, ALTA.	YQU	CP	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC	CHerry 1-4477	3	200	A	A	MKG			
		NO	CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6501	6,52.	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-6844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 4-2202	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		FA	BRoadway 5-6688	19,8,7.	200	C	A	INT		.75	1.50
		FI	CY-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612.	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8211	3	200	A	A	ATL	G	.40	.85
		EA	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0173	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	GLadstone 3-1623	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SD	9-3191.	3	100					No Service Available	
GRINDSTONE		MAR		1,3,4	500						
GULFPORT, MISS.	GPT	SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	149	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	REgent 3-6700	3,19.	150	C			G	.50	.75
HAILEY, IDA.	SUN	WC		3	150			GEG			
HALIFAX, N. S.	YHZ	TC	2-7411.	13,22,7	1000	C	C	C		.50	1.00
		MAR	6-2306.	3,1,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF			See Newport News, Va.							
HANCOCK, MICH.	---			See Houghton, Mich.							
HANNIBAL, MO.	HNN			See Quincy, Ill.							
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
HARRISBURG, PA.	HAN	AL	CEdar 8-9626.	3,19.	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7999.	3	150	A	C	BAL		.40	1.35
		TW	CEdar 4-3136.	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN	EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	JHD	FI	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	HDL	AA	JAckson 2-4193.	9,15,5,52	3000	A	C	C	G	No Service Available	
		EA	JAckson 2-1854.	19,8,10,7	200	A	C	C		.65	1.25
		FT	JAckson 2-3145.	23.	10000	A	C	C		.65	1.25
		NE	National 3-4418	3	200	A	C	C		.65	1.25
		TW	National 3-5981	8,19.	400	A	C	C		.65	1.25
		UA	CHapel 9-1311	5,10,19,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL	2-2312.	3	200					No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643.	3	100	A	C	MSY		.50	1.00
		DL	JUniper 2-1643.	3	200	A	C	MSY			
HAWTHORNE, NEV.	HTH	BL	Wilson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CF	GLadstone 5-4921.	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL	GLadstone 5-4921.	3	150					.50	1.25
HAVRE, MONT.	HVR	FL	26 5-7911	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT	5-2577.	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	Hickory 2-0012.	4	200	A	A	GTF	G	.45	1.10
		WA	Hickory 2-8590.	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL			See Asheville, N. C.						.45	1.10
HERRIN, ILL.	MWA			See Marion, Ill.							
HIBBING, MINN.	HIB	NO	AMherst 3-7847.	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	FI	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	5411.	See Greensboro, N. C.							
		EA	2-3346.	See Greensboro, N. C.							
		FI	3778.	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414.	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	AIM			See Alamogordo, N. M.							
HOMER, ALASKA	HOM	PN	22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	83256	6	200		C	AC		.65	1.25
		PAA	58-221.	11,10,50,19	5000		C	AC			
		UA	HOnolulu 8-1811	53.	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	HOnolulu 8-1811	6,10.	200		C	C			
HOPKINSVILLE, KY.				See Clarksville							
HOQUIAM, WASH.	HQM			See Aberdeen, Wash.							
HOT SPRINGS, ARK.	HOT	CN	National 4-1284	3	200	A	C	MEM			
		DL	National 3-1671	9	300	A	C	MEM		No Service Available	
		TT	National 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63.	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	Mission 9-1457.	5	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686.	9,5,52,6,10,50	500	A	A	C		.55	1.25
		CO	OLive 4-8531.	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2646.	9,10,19,53.	400	A	A	C		.55	1.25
		EA	OLive 4-2661.	9,10,7,52,23,53A.	4000	A	A	C		.55	1.25
		KLM	CApitol 4-1701.	10.	550	A	A	C		.55	1.25
		NA	OLive 4-8564.	52,10	400	A	A	C		.55	1.25
		PAA	CApitol 3-4131.	6,2,10,15	5000	A	A	AC		.55	1.25
		TT	Mission 9-1218.	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331.	3,19.	150	C	C	CVG	G	.50	1.60
		EA	3-9476.	19.	200	C	C	CVG		.50	1.60
		FI	GL-3-1156	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4583.	3,22.	150	A	A	BHM		.40	1.35
		EA	4680.	19,9.	200	A	A	BHM		.40	1.35
		SO	JEfferson 6-6383.	3	200					.40	1.35
HURLEY, N. M.	SVC		53 8-3021	See Silver City, N. M.							
HURON, S. D.	HON	NO	ELgin 2-2910.	3	200	A	C	MSP		No Service Available	
		WA	ELgin 2-8601.	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO-2-6601	22,3.	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 9-1800	3	200	A	A	EWR		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-3305.	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695.	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-2695.	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5,52.	600	A	A	C	G	.55	1.50
		DL	CHapel 1-3333	9,3,19,5.	400	A	A	C		.55	1.50
		EA	CHapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		LC	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909.	3,54.	200	A	A	C		.55	1.50
		TW	MElrose 4-3438.	8,19,23	4000	A	A	C		.55	1.50
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871.	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC	7-2271.	3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3634.	3,43.	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575.	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ITHACA, N. Y.	ITH	MO	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125.	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		SO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	ELgin 6-0434.	3,5,8	400	A	A	C	G	.65	1.25
		EA	ELgin 6-5661.	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	ELgin 3-1586.	9,5,6,52.	400	A	A	C		.65	1.25
		NS		22.	200	A	A	C		.65	1.25
		SO	ELgin 4-7833.	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118.	3,19.	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL		PLeasmnt 4-5293	See Beloit, Wisc.						No Service Available •	
JEFFERSON CITY, MO.	JEF	OZ	6-2350.	3,54.	200	C				.55	1.10
JOHNSON CITY, TENN.	THI			See Bristol, Va.							
JOHNSTOWN, PA.	JST	AL	9-1144.	3,19.	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085.	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110.	3	200	A	C	MKC		.40	.85
		OZ	MAyfair 3-1817.	3,54.	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400.	6	600			C			
		PN	6-1455.	4,8,16.				C		1.00	1.00
JUNCTION CITY, KAN.	MHK			See Manhattan, Kan.							
KALAMAZOO, MICH.	AZO	LC	Fireside 9-2669	3	200						
		NO	Fireside 9-2646	3	200	C	C			.50	1.00
KALISPELL, MONT.	FCA	WC	SK-6-5053	3	150	C	C	GEG		No Service Available	
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH		HL	MIdway 4-5001	3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-4040.	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705.	3,10,22,50.	200	A	A	AC		.70	1.60
		CN	BAltimore 1-3955.	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7613.	9,3	300	A	A	AC		.70	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-6252	3	200	A	A	C		.70	1.60
		CE	GRand 1-6515.	3,54.	200	A	A	AC		.70	1.60
		TW	GRand 1-4400.	50,7,19,23.	4000	A	A	AC		.70	1.60
		UA	GRand 1-1133.	10.	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	CE-6-2921.	3	200			DEN			
KEENE, N. H.	EEN	MO	1910.	3	100	C	C	BOS		.65	1.10
		NE	ELmwood 2-1030.	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YWX	CP	6025.	3	200					.25	.85
KENAI, ALASKA	ENA	PN	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC			See Pasco, Wash.							
KERRVILLE, TEX.	ERV	TT	CL-7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131.	6	600			A			
		PN	3138.	8,16.				A			
KETCHUM, IDA.	SUN	WC		3	150			GEG			
KEY WEST, FLA.	EYW	NA	CYpress 6-5510.	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	GGG			See Longview							
KIMBERELY, B. C.	YXC	CP	LU-2-3511	9	200					No Service Available	
KING SALMON, ALASKA	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL	SKyline 3-3630.	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	CIrcle 6-4107	3	See Bristol						
		SO		See Bristol		A					
KINSTON, N. C.	ISO	PI	JAckson 3-5006.	3	100	C	C	HDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TU-4-7332	3	150	A	C	GTH		.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6264.	9,5	500	C	C	CHA	G	.60	1.25
		CA	7-5521.	3,22,8.	250	C	C	CHA		.60	1.25
		DL	7-6661.	9,3	400	C	C	CHA		.60	1.25
		FI	7-2571.	3	100	C	C	CHA		.60	1.25
		SO		3	200	C	C	CHA		.60	1.25
KODIAK, ALASKA	KNB	PN	4131.	3						.75	1.00
KOKOMO, IND.	OKK	LC	GLadstone 2-3202.	3	200	C					
KOTZEBUE, ALASKA	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2475.	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO	4-5680.	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC	RIverside 3-1841.	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-5-8536	19,9.	200	A		BTR	G	.55	1.10
		TT	CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX										
LAGUNA BEACH, CALIF.	SNA			See Santa Ana, Calif.							
LAKE CHARLES, LA.	LKC	EA	HE-6-3656	19,9.	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 6-3129	9	200	C	C	TPA	G	.75	1.50
		RD	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19.	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.	WJF	PC	MItchell 8-4611.	19,54	200	LAX					
LANCASTER, PA.	LNS	AL	LOwell 9-0461	3,19.	150	C			G	.55	1.35
		EA	LOwell 9-0446	19.	200					.55	1.35
LAND O'LAKES, WISC.	LNL			Served through Rhindelander, Wisc.							
LANDER, WYO.	RIW			See Riverton, Wyo.							
LANSING, MICH.	LAN	CA	IVanhoe 2-2744.	3,4,22.	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467.	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645.	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3,54.	200	C	C	LAX	G	.75	1.45
		PC	DUdley 2-2622	19,54	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	10,5.	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO	3440.	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-3141.	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO	ELgin 3-4512.	3	200	C	A	DAL		No Service Available	
		CN	ELgin 3-8600.	3	200	C		DAL		No Service Available	
LEMMON, S. D.		FL	50.	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	FA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2031.	3	200	C	C	PWM		.55	1.00
LEWISTOWN, MONT.	LWT	PL	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-7569.	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-5795.	19.	200	C	C	CVG		.65	1.60
		FI	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-5671	3	200		A			No Service Available	
LIMA, OHIO	LIA	LC	CApital 5-0075.	3	200						
LINCOLN, NEB.	LNK	BN								.50	1.10
		FL	HEmlock 2-5391.	3,9	200	A	C	OMA		.50	1.10
		UA	HEmlock 5-4371.	9,6,10.	300	A	C	OMA		.55	1.25
LITTLE ROCK, ARK.	LIT	AA	FRanklin 4-9333	5,10.	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LGU	WC	SKyline 2-5301.	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.				See Kokomo, Ind.							
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491.	22.	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX		20.	200	C	A	LAX			
		UA	HArrison 1-8214	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.30	1.25
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201.	5,15,10,50,400.	10,000	A	A	C	G	.80	1.65
		BL	SPring 6-8080	3,54.	200	A	A	C		.80	1.65
		CO	SPring 6-2670	10,22,50.	200	A	A	C		.80	1.65
			MAdison 6-8484.	5		A	A	C			
		SK	ORegon 4-4300	10.	1000	A	A	C		.75	1.55
		LX		20.	200	A	A	C			
		PAA	MAdison 6-8484.	10,50,15.	5000	A	A	AC		.75	1.55
		PC	SPring 6-0440	3,19,54	200	A	A	C		.80	1.65
		SAS		5,6,10,9.	1320						
		TW	MIchigan 9461	8,7,23,50	4000	A	A	C		.80	1.65
		UA	SPring 6-2000	9,5,6,10,15,53,500.	6000	A	A	C		.80	1.65
		WA	SPring 6-2345	6,52.	200	A	A	C		.80	1.65
(Lockheed Air Terminal)											
	BUR	AA	MAdison 0201.	5,15,10	6000	A	A	C	G	.75	1.55
		FTL	STanley 7-3411.	23.	10000	A	A	C		.75	1.55
		LX		20.	200	A	A	C			
		PC	SPring 6-0440	3,19,54	200	A	A	C		.75	1.55
		UA	STanley 7-3780.	5	300	A	A	C		.75	1.55
		WA	THornwall 2-2101.	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1646.	9,5,52.	500	A	A	C	G	.60	1.50
		AX								.60	1.50
		DL		5,9	300	A	A	C		.60	1.50
		EA	EMerson 8-1646.	8,7,19,9.	200	A	A	C		.60	1.50
		OZ	EMerson 8-9955	3,54.	200	A	A	C		.60	1.50
		PI	EMerson 8-3312.	3	100	A	A	C	G	.60	1.50

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
LOUISVILLE, KY. (Concluded)	SFO	TW	JUniper 3-5327	8,19	400	A	A	C		.60	1.50
LOVELL, WYO.	POY			See Powell, Wyo.							
LUBBOCK, TEX.	LBB	BN	PO-5-7428	9,5,52	200	A	A	DAL		.60	1.35
		CO	PO-3-4646	3,22	200	A	A	DAL		.80	1.35
		CN	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	3-4521	3	150	C		HOU		.50	1.00
LYNCHBURG, VA.	LYH	PI	VIctor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	3-6731	9,3	250	C	C	ATL	G	.50	1.35
		EA	2-8701	19,9	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	CHerry 9-4816	6,4,15A	200	A	A	MKE		.60	1.25
		OZ	CHerry 9-6441	3,54	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS			See Bismark, N. D.							
MANHATTAN, KAN.	MHK	CO	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO ⊕	MFD	LC	LAfayette 4-7411	3	200						
MARFA, TEX.	MRF	TT	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB		DUke 5-6350	See Parkersburg, W. Va.							
MARINETTE, WISC.	MNM			See Menominee, Mich.							
MARION, ILL. ⊕	MNN	OZ	714	3,54	200	C				No Service Available	
MARION, IND. ⊕	MZZ	LC	ORleans 4-6585	3	200	C					
MARION, OHIO ⊕	MNN	LC	2-2575	3	200						
MARQUETTE, MICH.	MQT	NO	GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4336	3	150	C		DAL		.50	1.00
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	FWH		No Service Available	
MARYSVILLE, CALIF.	MYV	PC	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095	3,54	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwall 4-0505	19	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	QNA		3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100	3,54	200	C				No Service Available	
MAYO, Y. T.	YMA	CP	CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMX	TT	MU-6-3707	3	150			BRO		.50	1.00
MCCALL, IDA.		WC		3	150			GEG			
MCCOOK, NEB.	MCK	FL	96	3	200			OMA		No Service Available	
MCGRATH, ALASKA ⊕	MCG	AS		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	SPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA	SPring 2-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	JAckson 6-2605	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA	765	19,9	200	A	C	FBI		.60	1.20
		NA	PArkway 3-6444	9	200	A	C	FBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-3374	9,5,15,10	8000	A	A	C	G	.55	1.35
		BN	WHitehall 6-8395	9	200	A	A	C		.55	1.35
		CA	WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL	WHitehall 8-2606	9,3,5,19,1-A,32	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,19,9	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT	WHitehall 6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-6677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	RAndolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-3141	9,3	300	A	C	BHM		.35	.75
		SO	5165	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA	22-12-22	5,15,10	600			A			
		EA	22-77-70	10	200			A			
		PAA	46-46-60	6,2	5000		A	A			
		WA	46-90-40	6	200			A			
		CMA	12-21-96	3,4,5,24			A	A			
		AERONAVES	18-50-40	4,5,8,9,14A			A	A			
		LACSA	46-46-60	9							
MIAMI, FLA.	MIA	Avianca	NEwton 4-2491	4,8	660		A	A			
		BN	NEwton 4-1951	5,10,50	500	A	A	AC	G	.90	1.80
		EA	NEwton 4-4573	22	700	A	A	AC		.80	1.60
		CA		22	200					.90	1.80
		CU	TUxedo 7-4341	1,3,8,14A,22	200	A	A	AC		.80	1.60
		DL	NEwton 5-2661	5,10,1-A,53	6000	A	A	AC		.90	1.80
		EA	NEwton 4-3571	19,7,23,53A,10,19, 52,9	4000	A	A	AC	9	.90 .80	1.80 1.60
		Guest		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	NEwton 3-2491	1,9		A	A	AC			
		NA	TUxedo 5-2581	9,3,6,10,52,7,23	6000	A	A	AC		.90	1.80
		NE	NEwton 3-2431	6,22	200	A	A	AC		.90	1.80
		NW		52	200					.90	1.80
		PAA	NEwton 3-2491	2,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	TUxedo 7-3501	1,15	10000	A	A	AC		.90	1.80
		RN	88-6743		10000	A	A	AC		.80	1.60
		TW	NEwton 3-6511	7,50	400	A	A	AC		.90	1.80
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	5	250	C	C	ELP		.40	1.25
		CO	MUtual 2-1114	3,22	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401	3	200	C	A	GTF		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9855	9	250 (4,000 via MDW)	A	A	C	G	.60	1.65
		CA	SHeridan 4-3327	3,22	250	A	A	C		.60	1.65
		EA	HUmboldt 1-4600	7,10	200	A	A	C	G	.60	1.65
		FT	HUmboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,54	200	A	A	C		.60	1.65
		UA	HUmboldt 1-3800	9,10	300	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748	9,5,52	500	A	A	C	G	.55	1.30
		CA	PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	PArkway 9-8321	1	6000	A	A	C		.55	1.30
		NO	PArkway 2-8281	3,9	200	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456	3,54	200	A	A	C		.55	1.30
		WA	PArkway 1-3383	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-0225	3	200			MSP		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MNK			See McAllen, Tex.							
MISSOULA, MONT.	MSO	NW	2-2471	4	200	C	A	GTF		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH	MOM	FL	AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401	7,23,16,52	4000	A	A	C		.55	1.60
		NA	DIamond 2-3521	9	400	A	A	C		.55	1.60
		SO	DIamond 2-0733	3	100	A	A	C		.55	1.60

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211.	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	CO	2-7591.	3,34.	200	A	C	PIA		.55	1.25
		UA	MOline 2-7701	9,6,10,5.	300	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV-4-9151	13,22A.	1000	C	C	C		.50	1.00
		MAR.	4-9181.								
MONROE, LA.	MLU	DL	FA-3-5116	9,3	300	C	C	MSY		.60	1.20
		SO	FA-5-4601	3	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA.		3	400						
MONTE VISTA, COLO.	MVS			See Alamosa, Colo.							
MONTEREY, CALIF.	MRY	PC	FRontier 2-7571	3,19,34	200	A	C	SFO	G	.55	1.10
		UA	FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7313	9,3	200	A	A	MSY	G	.40	.85
		EA	CHerry 7-7361	19,8,9.	200	A	A	MSY		.60	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395.	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UNiversity 6-8344	7	200	A	C	AC		.35	.75
		AZ	VIctor 2-6661	10,53	200	A	A	AZ		.45	1.00
		CP	UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	MElrose 1-3870.	19,52,7	200	C	C	A		No Service Available	
		KLM.	UNiversity 1-3411	7,10,15,23.	10000	A	C	AC		.35	.75
		WE	MElrose 1-8591.	22.	200	C	C	A		.50	1.25
		SN									
MONTROSE, COLO.	MTJ	TC	HUnter 9-5781	12,13,7,22,53C.	1500	A	A	A		.45	1.00
MOREHEAD CITY, N. C.	MRH	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
		FI	PA-8-4734	3	100	C	C	C		.35	.75
MORGANTOWN, W. VA.	MGW	CA	2-3301.	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW			See Pullman, Wash.							
MOSES LAKE, WASH.	EPH			See Ephrata, Wash.							
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC ⊕	ATlas 8-3629.	3	200	C					
MUSKEGON, MICH.	MKG	CA	3-1870.	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MEC		No Service Available	
MYRTLE BEACH, S. C.	MYR	FI	HIllcrest 8-6559.	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140.	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-5336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BN	Alpine 5-5323	10,9.	500	A	A	C		.55	1.10
		EA	Alpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	CHapel 2-4361	3,34.	200	A	A	C		.55	1.10
		SO	Alpine 4-0546	3	200	A	A	C		.55	1.10
		TW	Alpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963.	3	100	C				.75	1.50
NELSON, B. C.	YCG	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441.	3	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	MElrose 7-5151.	6	200	C	C	IMN		.55	1.10
		FI	MElrose 7-3972.	3	100	A	C	IMN		.55	1.10
NEW BRUNSWICK, N. J.	NBR										
NEW HAVEN, CONN.	HVN	AL	HObart 7-1610	9,19.	150	A	A	C		.55	1.25
		EA	HObart 7-6311	19.	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT			See Lafayette, La.							
NEW LONDON, CONN.	GON	AL	HIlltop 5-7405.	19.	150	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	9,5	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		EA	KEnner 4-3601	7,10,23,53A,52,9	4000	C	A	AC		.55	1.25
		MA	KEnner 4-3616	9,5,6,10,52	400	C	A	AC		.55	1.25
		PAA.	JAckson 2-6391.	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374.	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO ⊕	PHD	LC	4-2729.	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	Mitchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52.	300	A	A	AC		1.00	2.00
		NE	ILlinois 7-3000	9,3,6,22.	200	A	A	AC		1.00	2.00
		NY	DEfender 5-6600, Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,19.	400	A	A	AC		1.00	2.00
		UA	ILlinois 8-4900	5,6	6000	A	A	AC		1.00	2.00
(Idlewild).	IDL	AA	HAvermeyer 4-7600	9,5,10,50,52,15	6000	A	A	AC	G	1.00	2.00
		AET.	OLympia 6-6160.	7	550						
		AERONAVES.	ST-6-7341	14A		A	A	AC			
		AF	OLympia 6-5800.	7	200	A	A	AC		1.00	2.00
		AVIANCA.	ST-6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10,53	440	A	A	AC		1.00	2.00
		BA	OLympia 6-5600.	11,8.	11100	A	A	AC			
		BN	OLympia 6-5243.	50.	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8.	200	A	A	AC		1.00	2.00
		Cubana		3,22,7.	200						
		DL	OLympia 6-5822.	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109.	6,7,10,19,52,23,53A	4000	A	A	AC			
		LH	OLympia 6-5560.	7		A	A	AC			
		LY	OLympia 6-5290.	8	650	A	A	AC			
		KLM.	WHitehall 4-3480.	2,10,15,23,8,7.	10000	A	A	AC		.55	1.75
		MA	OXford 7-8181	9,5,6,10,52,7,23.	10,000	A	A	AC		1.00	2.00
		NE	OLympia 6-5398.	9,3,6,22.	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	11,6,10,15A,2,52,53B.	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA.	ST-6-7341	2,6,10,50,15.	10000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748.	1,2,15.	10000	A	A	AC		1.00	2.00
		SAB.		14,9,5,15,10.	440						
		SN	JUdson 6-1050	5,6,15.	400	A	A	AC			
		SK	OLympia 7-8000.	5,6,10.	1000	A	A	AC			
		SR	PLaza 7-4633.	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	500	A	A	AC		1.00	2.00
		TRG.	OLympia 6-5997.	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	7500	A	A	AC		1.00	2.00
		UA	OLympia 6-5777.	5,15,10,53.	6000	A	A	AC		1.00	2.00
(Newark).	EWR	AA	MArket 3-4062	9,5,15,10,52.	6000	A	A	AC	G	1.00	2.00
		AL	Mitchell 3-3888	3,19,9.	150	A	A	AC		1.00	2.00
		BN	MArket 3-2041	10.	200	A	A	AC		1.00	2.00
		CA	Mitchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		DL	MArket 3-3543	1-A,10.	6000	A	A	AC		1.00	2.00
		EA	Mitchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FTL.	MArket 4-3700	23.	10000	A	A	AC		1.00	2.00
		MO	Mitchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	MArket 4-1953	9,5,6,10,7.	400	A	A	AC		1.00	2.00
		NW		6,10.	200	A	A	AC		1.00	2.00
		NY	Mitchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	MArket 3-5640	8,7,19.	400	A	A	AC		1.00	2.00
		UA	MArket 2-2369	9,15,10,6,5	60000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH-6-4421	3	200	C	D	DEN			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
NEWPORT, VT.	EFK	NE Seasonal	1099.	3	200	C		C			
NEWPORT, ORE.	ONP	WC.	UNion 7-3373.	3	150			FDK		No Service Available	
NEWPORT NEWS, VA.	PHF	CA.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	LYric 6-1571	5,6	200	C	C	C		.55	1.35
		PI.	LYric 6-2621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.65	1.95
		CA.		Served through Buffalo N. Y.						.65	1.95
		MO.		Served through Buffalo N. Y.						.65	1.95
		AL.		Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA ⊕	OME	ASA	MAin 199.	3,4	1000					.90	1.00
NORFOLK, NEB.	OFK	FL.	FRontier 1-0615	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	5,6	400	A	C	C		.55	1.25
		PI.	ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		RD.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.	3366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA ⊕	ORC	AS.		3	500						
NORTH HOLLYWOOD, CALIF. ⊕	—	LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		19.	200					No Service Available	
OAKLAND, CALIF.	OAK			See San Francisco, Calif.							
OCALA, FLA.	OCJ	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561	5	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.10
OGDENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL			See Franklin, Pa.							
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6378.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BN.	MUtual 5-5113	9,5,32.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	FLeetwood 6-6645.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9,5	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7997	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10,15,50C	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yukon 6-6724.	3,54.	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF. ⊕		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,10,23,52.	5000	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3106.	3,9	200	C	C			.65	1.25
OSSINING, N. Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22.	300	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 2-1660	3,54.	200	A	A	FIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 2-1985	19.	200	C	C	SDF		No Service Available	
		OZ.	MUrray 2-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	PC.	HUnter 3-4614	19,54	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	EVV		.55	1.85
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	MIdway 5-2404	3	200						
PALATKA, FLA.	PLK	RD.		1 (Demand Service)	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.		See Lancaster, Cal.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5093	3,54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		SO.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		PI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GEG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.	1700.	19,54	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R. I.	SFZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO			See Ontario, Ore.							
PEARL RIVER, N. Y.	PJR										
PECOS, TEX.	PEQ	TT.	HI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CRestview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.	CRestview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 5-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	OKK			See Kokomo, Ind.							
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10,50	6000	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	5,6,23,52	4000	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	50.	600	A	A	C		.60	1.55
		RD.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	9,5,15,6,10,53.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	ALpine 8-6761	5,10.	600	C	C	DUG	G	.55	1.40
		BL.	ALpine 8-8466	3,54.	200	C	C	DUG		.55	1.40
		FL.	BRidge 5-7521	3,9	200	C	C	DUG		.55	1.40
		TW.	BRidge 5-5487	8,7	250	C	C	DUG		.55	1.40
		WA.	BRidge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	MO.	CApitol 4-5846.	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612e.	3	150	C		MEM		.50	1.00
PINEHURST, N. C.	SDP	PE.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,54.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255.	5	250	A	A	C	G	.80	1.55
		AL.	SPaulding 1-3514.	3,19.	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100.	9,7,19,52	200	A	A	C		.80	1.55
		LC®	SPaulding 1-4938.	3	200	A	A	C			
		NW.	SPaulding 1-1000.	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240.	8,7,19,50,23.	3000	A	A	C		.80	1.55
		UA.	FEderal 1-6137.	10.	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	2-8635.	3	100	C	C	BDL		.55	1.30
		WE.	9857.	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	1983.	19.	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-8756.	9	200	C	C	OTF	G	.55	1.15
		WC.	CEdar 2-3584.	3	150	C	C	OTF		.55	1.15
POMONA, CALIF.®	JPO	LZ.		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	ROgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CLM	WC.	GLencourt 7-3101.	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9.	200	C	A	C		.55	1.50
		TT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	ATlantic 8-5073	4,6	1000	A	A	C	G	.65	1.50
		PT.	ATlantic 1-1158	1	10000	A	A	C		.65	1.50
		NW.	ATlantic 7-1103	4,6,10,2,52	2000	A	A	C		.65	1.50
		PAA	CApitol 7-6673.	10,50	600	A	A	C		.65	1.25
		PC.	ATlantic 8-6101	19,54	200						
		PN.	ATlantic 8-5043	3,4,8		A	A	C		.65	1.50
		UA.	ATlantic 7-2411	9,6,10,5,53,50C,19.	400	A	A	C		.65	1.50
		WA.	ATlantic 7-3221	6,52.	200	A	A	C		.65	1.50
		WC.	ATlantic 8-5551	3	150	A	A	C		.65	1.50
PORTSMOUTH, OHIO®	PMH	LC.	BLackburn 9-6321.	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4222.	3	200	C	C	OTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.	252	3	200	C	C	DUG		.65	1.20
		FL.	HI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	ME.	4931.	3	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213.		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	REgent 9-3100	9,19.	150	A	A	C		.50	1.35
		EA.	REgent 7-9616	8,10.	200	A	A	C		.50	1.35
		FT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	REgent 9-1405	5	200	A	A	C		.50	1.35
		NE.	UNion 1-3300.	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,5	300	A	A	C		.50	1.50
PROVO, UTAH.	PVU	BL.	FRanklin 3-7077	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316.	3,22.	200	C	A	DEN	G	.55	1.25
		FL.	WHitney 8-3323.	3	200	C	A	DEN		.55	1.25
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761.	3	150	C	C	GEG		.50	1.50
QUEBEC CITY, QUE.	YQB	TC.		22.	600	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	CP.	60.	3	200	C	C				
QUINCY, ILL.	UIN	BA.	BAldwin 2-2442	3,54.	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22.	150	C	A	C	G	.70	1.50
		EA.	TEmple 2-7380	8,19,7,9.	200	A	A	C		.70	1.50
		PI.	VAnce 8-5721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA.	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	EAst 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA.	FRanklin 5-8565	19.	200	A	C	PHL		.45	1.35
		CA.	4-4947.	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	CHestnut 3-1211	3,54.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC		(See Bend, Ore.)							
REGINA, SASK.	YQR	TC.	LAurence 2-5622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH¢	REH										
RENO, NEV.	RNO	BL.	EAirview 4-0001	3,54.	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-1020	9,5	400	C	C	SFO		.50	1.25
		WA.	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC			See Pasco, Wash.							
RICHMOND, IND.®	RID	LC.	4-1121.	3	200						
RICHMOND, VA.	RIC	AA.	FAirfield 2872.	9	500	A	A	C	G	.45	1.25
		CA.	7-4605.	22,4.	150	A	A	C		.45	1.25
		EA.	FAirfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	9,6	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YRM	QBA		3	400						
RIVERSIDE, CALIF.	JRD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	RIC		.45	1.00
		PI.	EMpire 6-0381	19.	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4591.	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709.	4	200	C	A	C		.35	.85
		OZ.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	9,5,10,15,50C,52.	500	A	C	AC	G	.55	1.25
		CA.	BEverly 5-8524.	3,4,8,22.	250	A	C	AC		.55	1.25
		PT.	Baker 5-1473.	Served Through Buffalo N. Y.						.55	1.25
		MO.	FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	5-0861.	3,54.	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144.	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521.	19.	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA			See Utica, N. Y.							
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231.	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22.	200	C	C	C		.75	1.00
RUPERT, IDA.	RXI	WC.	ORchard 8-7402	3	150	A	A	GPI		No Service Available	
RUTHERFORD, N. J.	RTF	NY.		20.	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6990	19.	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GArden 8-7200	19,3,54	200	A	C	SFO	G	.60	1.35
		TA.	GArden 1-1000	9,5,6	400	A	C	SFO		.60	1.35
		WC.	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004.	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371	3,22,4.	250	C	C	C		.70	1.45

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SAGUENAY, QUE.	YBG	TC.		22.	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC.	3-1231.	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC.	2370.	13,22	1000	C	C	C		.50	1.00
		MAR.		3,1,4	500	A	A	A			
ST. JOSEPH, MICH.				See Benton Harbor							
ST. JOSEPH, MO.	STJ	FL.	ADams 4-7919.	3	200	C	C	C		.55	1.35
		OZ.	ADams 2-6066.	3,54.	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA.	PArkview 5-5510	9,5,10,15,6,56C.	7000	A	A	C	G	.60	1.60
		BN.	PErshing 1-2243	9,22.	200	A	A	C		.60	1.60
		CN.	PErshing 1-2231	3	200	A	A	C		.60	1.60
		DL.	PErshing 1-2194	9,5,10,1-A.	6000	A	A	C		.60	1.60
		EA.	PErshing 1-0510	9,19,10,52.	200	A	A	C		.60	1.60
		OZ.	PErshing 1-0990-J	3,54.	200	A	A	C		.60	1.60
		TW.	GEneva 6-4890	8,7,19,50,23.	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP			See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PIE	EA.	HEmlock 5-2121.	7,9,52,8,10,19.	200	A	C	AC	G	.75	1.50
		DL.	HEmlock 6-7754.	5	300	C	C	AC	G	.75	1.50
		NA.	HEmlock 5-2161.	9,2.	200	A	C	AC		.75	1.50
		NE.	TAmpa 7-8492.	Served Through Tampa	200	A	C	AC			
		NW.		52.	200						
		RD.	HEdwood 6-1351.	1	6000	A	C	AC		.75	1.50
		TC.	5-7611.	Served Through Tampa							
		TW.		Served Through Tampa							
SALEM, ORE.	SLE	UA.	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC.	JUstice 1-2448.	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO.	TAylor 7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA.	HArrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL.	3158.	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL.	DAvis 8-8656.	3,54.	200	A	C	DEN	G	.40	1.10
		FL.	EMpire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA.	DAvis 8-8044.	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA.	DAvis 2-0186.	9,6,52.	200	A	C	DEN		.40	1.10
		WC.	DAvis 8-0576.	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO.	7196.	3,22.	200	C	C	SAT		.50	1.10
		TY.	8193.	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA.	TAylor 4-1401	5,15.	6000	A	A	C	G	.55	1.10
		BN.	TAylor 2-3351	52,1,50	500	A	A	C		.55	1.10
		CMA	CA-5-6303	4,5		A	A	C			
		CO.	TAylor 6-8591	10,5,6.	400	A	A	C		.55	1.10
		EA.	TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT.	TAylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT.	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LX.		20.	200	C		LAX			
	ONT	WA.	YUkon 6-1119.	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA.	CYpress 6-6128.	5,10.	600	C	A	AC	G	.65	1.50
					(10,000 Via LAX)						
		BL.	CYpress 6-6144.	3,54.	200	C	A	AC		.65	1.50
		FT.	CYpress 6-6273.	Served through BUR	6000	C	A	AC		.65	1.50
		UA.	BElmont 4-7171.	9,5,6,10.	400	C	A	AC		.65	1.50
		WA.	CYpress 8-8861.	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YZP	CP.		3	200						
SAN FRANCISCO, CALIF.	SFO	AA.	YUkon 2-4620.	5,15,50,10.	6000	A	A	AC	G	.80	1.70
		FT.	PLaza 5-9405.	1,15,23	10000	A	A	AC		.80	1.70
		JL.	JUno 3-3612	6	600	A	A	AC			
		PAA	EX-7-1414	15,10,50.	4000	A	A	AC		.80	1.70
		PC.	PLaza 5-9200.	3,19,54	200	A	A	AC		.80	1.70
		TW.	YUkon 2-5800.	8,7,50,23	7500	A	A	AC		.80	1.70
		UA.	JUno 8-2424, JUno 8-1443	9,5,15,6,10,51,50C.	6000	A	A	AC		.80	1.70
		WA.	PLaza 6-0677.	6,52.	200	A	A	AC		.80	1.70
		WC.	PLaza 6-8555.	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC.	CYpress 5-5408.	3,19,54	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO.	SJU	DL.	9-0045.	9	200		A	AC			
		AVIANCA		7							
		EA.	9-0020.	10,6,21,53A	4000	C	A	AC			
		PAA	2-3000.	2,6,10,50	6000		A	AC		.60	1.35
		RD.	9-0360.	1,2	6000	C	A	AC			
		TRC	SAn Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LUIS OBISPO, CALIF.	PRB	PC.	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL.	KImberly 5-1146	3,54.	200	C	C	LAX		.65	1.50
	JSA	LX.		20.	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC.	WOodland 8-5121	19,54	200		C	LAX		No Service Available	
		UA.	WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC			See San Jose, Calif.							
SANTA CRUZ, CALIF.	WVI										
SANTA FE, N. M.	SAF	CO.	YUcca 3-6397.	3,22.	200	C	C	ELP	G	1.05	1.10
		TW.	3-6671.	8	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC.	WAlnut 5-8835	3,19,54	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX.		20.	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC.	LIberty 2-7095.	3,19.	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA.	2052.	19.	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA.	ELgin 5-6447.	9,52.	200	A	C	TPA		.50	1.00
		RD.		(Demand Service)						.50	1.00
SASKATOON, SASK.	YXE	TC.	8224.	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	IMR	CA.	MElrose 2-3371.	3,4	250	C	C	AC	G	.50	1.00
		NO.	MElrose 2-3371.	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	IMR	TC.	Algoma 6-5666	22.	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL.	ADams 3-0267.	9,3	300	A	A	C	G	.75	1.50
		EA.	ADams 3-6651.	19.	200	A	A	C		.75	1.50
		NA.	ADams 6-8234.	9,6	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL.	MElrose 5-2067.	3	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P. Q.	YKL	QBA		3	400						
SCRANTON, PA.	AVP			See Wilkes-Barre, Pa.							
SEATTLE, WASH. (Seattle Tacoma)	SEA	AS.	CHerry 2-0600	4,6	1000	C	C	AC	G	.60	1.65
		NW.	CHerry 4500	6,10,15A,4,2,52,53B	2000	C	C	AC		.60	1.65
		PAA	MA-4-2121	10,50,6	600	C	C	AC		.60	1.65
		PN.	CHerry 3-1079	4,8,16.		C	C	AC		.60	1.65
		TC.	CHerry 2211	3	300	C	C	AC		.60	1.65
		UA.	CHerry 4-4000	9,6,10,5,53,50C,15.	400	C	C	AC		.60	1.65
		WA.	CHerry 3-5800	6,52.	200	C	C	AC		.60	1.65
SEATTLE, WASH. (Boeing Field)	BFI	FT.	PArkway 3-5916.	1	10000	C	C	AC		.60	1.65
		WC.	PArkway 3-5500.	3	150	C	C	AC		.60	1.65
SELMA, ALA.	SEM	DL.	4-7581.	3	200	C	C	ATL			
		SO.	TRinity 4-7581.	3	100	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YZV	TC.		22.	600	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA.	EVergreen 3-5521.	19,9.	200	C	A	BHM		.35	.75
		SO.	EVergreen 3-4581.	3	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA.	ORchard 4-2424.	6	200	C	C	OTF		.50	1.00

CITY	CODE	CARRIER	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SHERMAN, TEX.	SMT	CN.	Twinbrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.35
		DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.35
		TT.	6-4571.	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	53 8-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	9	200	A	C	OMA		.45	.95
		NO.	8-0591.	3	200	A	C	OMA		.45	.95
		OZ.	5-6308.	3,54.	200	A	C	OMA		.45	.95
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.55	1.10
		NO.	EDison 4-9943	3	200	C	C	MSP		.55	1.10
		WA.	4-4994.	9,6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.		1,3,6,9	200						
SOUTH BEND, IND.	SBN	PT.	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC@	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.55	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.55	1.20
		UA.	CEntral 2-4811.	9,6,5	300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	PI.	2-8941.	3	100	C	C	ROU		1.00	1.00
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL		.45	1.10
		EA.	3-6326.	19.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	57.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	MAdison 4-3213.	4,6,10,2.	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,5,6	300	A	A	C		.60	1.75
		WC.	RI-7-7114	3	150	A	A	C		.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3466.	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677.	3,54.	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford.						.65	1.25
		NE.	NAtional 3-4618	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO@	SGH	LC.	ENterprise 5-6408	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785.	20.	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB			See Philipsburg, Pa.							
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.	5132.	13,22	1000	C	C	AC		.35	.75
		MAR	3-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 6-2361	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD	933	1 (Demand Service)	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248.	22.	400	C	C	C		.50	1.00
SUN VALLEY, IDA.	SUN	WC.		3	150			GEG			
SUPERIOR, WISC.	---			See Duluth							
SWIFT CURRENT, SASK.	YYN		2465.	3	200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.	4546.	13,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-2423	9,5,10,52	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW.		(See Seattle)							
TALLAHASSEE, FLA.	TLH	EA.	3-3802.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.								.75	1.50
		EA.	REdwood 6-2661.	8,7,19,9,52,10.		A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447.	5,1A.	2000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833.	9,5,6,52,10	400	A	A	AC		.75	1.50
		NE.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	13,22	350	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
		ASA	HEmlock 5-2151.	1		A	A	AC			
TEMPLE, TEX.	TPL	CO.	PR-3-5222	3	200	C	C	SAT	G	.55	1.35
		TT.	PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	TXT	CP.	152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC@	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.	9	200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	MUrdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22.	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland 8U 7-121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C		.45	1.50
		EA.	HOlland 7-2311.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit, Mich.						.45	1.35
		LC	UN(Holland)5-2398	3	200	C	A	C			
		TW.	CHerry 4-8343	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-9261	9,6,5	300	C	A	C		.45	1.50
TONOPAH, NEV.	TPH	BL.	742	3	200	C	A	SFO		No Service Available	
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-4365	9,5,52.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.	EMpire 6-9471	12,13,7,22,530.	500	A	A	A		.45	1.50
TRAIL, B. C.			1388.	See Castlegar	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 3-5955.	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	TRenton 2-4100	3	150	C	A	PHL		.55	1.10
TUCSON, ARIZ.	TUS	AA.	MAin 3-4911	5,10.	250	A	A	DUG	G	.78	1.50
		FL.	AXtel 4-2677.	3,9	200	A	A	DUG		.78	1.50
		TW.	MAin 3-5438	8	250	A	A	DUG		.78	1.50
TULLAHOMA, TENN.	THA	SO.								No Service Available	
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	3,5	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,9,22	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-8631	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PLaza 3-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MUL			See Sheffield, Ala.							
TWIN FALLS, IDA.	TWF	WC.	REdwood 3-6721.	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNALAKEET, ALAS.	---	AE.								No Service Available	
UNIVERSITY, OXFORD, MISS.	UOM	SO.	2498.	3	100					No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
URBANA, ILL.	CMI			See Champaign, Ill.							
UTICA, N. Y.	PIO	MO.	6-9379.	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.		22.	350	C	C	C		.50	1.00
VALDOSTA, GA.	VLD	SO.	CHerry 2-8945	3	100	C	C	JAX		.60	1.35
VALENTINE, NEB.	VTN	FL.	82.	3	200			ONA		No Service Available	
VANCOUVER, B. C.	YVR	TC.	TAtlow 6301	12,13,3,7,22,530.	500	C	C	C		.35	1.00
		UA.	CHestwood 8-2177.	6,5	300	C	C	C		.65	.85
		CP.	MUtual 3-9211	3,6,9,14A	500	C	AC	C		.70	1.90
VENTURA, CALIF.	OXR			See Oxnard, Calif.							
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-3456	19.	200	A	A	FBI		.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.75	1.50
VICTORIA, B. C.	YYJ	TC.	2-5147	3	300	C	C	C		.35	.75
VICTORIA, TEX.	AOE	TI.	HI-5-2341	3	150	C		SAT		.50	1.70
VIRGINIA BEACH, VA.	ORF	PI.	UL-5-4761	3					G		
VISALIA, CALIF.	VIS	UA.	REdwood 4-9293.	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PLaza-3561	9	200	C	A	DAL	G	.55	1.25
		CO.	PLymouth 4-4618	3	200	C	A	DAL		.35	1.25
WALLA WALLA, WASH.	ALW	UA.	JAckson 5-5860.	9	200	A	A	GEG		.75	1.35
		WC.	JAckson 9-0780.	3	150	A	A	GEG		.75	1.35
WASHINGTON, D. C.	DCA	AA.	EXecutive 3-6660.	9,5,15,10,50,52	6000	A	A	AC	G	.65	1.50
		AL.	DIstrict 7-9660	3,19,9.	150	A	A	AC		.65	1.50
		BN.	STerling 3-6280	10.	500	A	A	AC		.65	1.50
		CA.	STerling 3-3000	3,4,8,22.	250	A	A	AC		.65	1.50
		DL.	DIstrict 7-9640	9,10,8.	300	A	A	AC		.65	1.50
		EA.	REpublic 7-6880	10,8,6,7,19,52.	200	A	A	AC		.65	1.50
		NA.	DIstrict 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	STerling 3-3931	6,22.	200	A	A	AC		.65	1.50
		NW.	STerling 3-9014	10,6,52	200	A	A	AC		.65	1.50
		PAA	REpublic 7-5700	50.	400	A	A			.65	1.50
		PI.	DIstrict 7-1800	3	100	A	A	AC	G	.65	1.50
		RC.	Served Through Baltimore, Md.							.65	1.50
		SW.	STerling 3-4221	8,7,19.	400	A	A	AC		.65	1.50
		UA.	STerling 3-0899	9,10,6,5.	300	A	A	AC		.65	1.90
WATERLOO, IOWA.	ALO	BN.	ADams 4-4835.	9	500	C	C	FIA		.55	1.35
		OZ.	ADams 2-4042.	3,54.	200	C	C	FIA		.55	1.35
WATERTOWN, N. Y.	ART	EA.	TEnnyson 6-3311	19.	200	C	C	A	G	.45	.85
		MO.	TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	TRinity 2-2133.	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y. T.	YJN	CP.		1,3,6,9	200						
WAUSAU, WISC.	AUW	NO.	VIking 2-2096	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400.	19.	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	FI.	Weyer Cape 2761	3	100	C	C	DCA		.70	1.40
WENATCHEE, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE			See Helena, Ark.							
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-0421	10.	200	A	A	AC		.40	1.35
		EA.	OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.	OVerland 3-1255	9,52.	200	A	A	AC		.40	1.35
		ND.	TEmple 3-2548	1,15.	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF			See Springfield, Mass.							
WHEELING, W. VA.	HLG	AL.	WOodsdale 944	3,19.	150	C	C	PIT	G	.50	1.10
		CA.	WOodsdale 3308.	3	150	C	C	PIT		.50	1.10
		TW.	CRestview 7-1500	19.	250	C	C	PIT		.50	1.10
WHITEHORSE, Y. T.	YXY	PAA	2191.	6	600		A	C			
		CP.	2231.	3,6,9	500	C	C	C			
WHITE PLAINS, N. Y.	HPN	MO.	8-5559.	3	200	C		LGA		.60	1.20
		NY.		20.	200	C		LGA		.60	1.20
		PA.	ST-6-7341	See New York							
WHITE RIVER JCT., VT.	LEB	NE.	LEb 1040.	3	200	C	C	BTV		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52.	2000	A	A	MKC		.60	1.20
		CO.	WH-3-6241	22,9.	200	A	A	MKC		.60	1.20
		CN.	WHitehall 3-3[illegible]	3	200	A	A	MKC		.60	1.20
		CE.	WHitehall 3-4191.	3,54.	200	A	A	MKC		.60	1.20
		TW.	AMherst 5-9410.	8,7	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-6520.	9	200	A	A	DAL		.75	1.50
		CO.	322-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	OLympic 4-6708.	9	250	C	C	PHL		.65	1.50
		AL.	OLympic 5-1772.	3,19.	150	C	C	PHL		.65	1.50
		EA.	OLympic 4-4649.	19.	200	C	C	PHL		.65	1.50
		TW.	OLympic 5-1171.	19.	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B. C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-2416.	3,19.	150	A	C	PIT		.60	1.30
		CA.	8635.	3	150	A	C	PIT		.60	1.30
		TW.	8-8083.	3	250	A	C	PIT		.60	1.30
WILLISTON, N. D.	ISN	FL.	GReenfield 3-6019	3	200	A	A	GFK		No Service Available	
WILMINGTON, CALIF.	WDM	LX.		20.	200			LAX			
WILMINGTON, DEL.	ILG	AL.	EAst 8-3190	3	150	A	A	C		.65	1.55
		EA.	EAst 8-5671	19.	200	A	A	C		.65	1.55
WILMINGTON, N. C.	ILM	MA.	ROger 3-6262	3	200	A	C	C	G	.55	1.50
		PI.	RDler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 5-1000	Served Through Detroit, Mich.						No Service Available	
		TC.	CLearwater 4-1111	22.	300	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	WHitehall 3-8421.	14A	500	C	AC	C		.35	.75
		TC.	93-9161	12,13,3,22,530.	1000	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	MO.	8-2144.	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	28 8-2811	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	4-9385.	3,22.	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19.	200	A	A	C		.55	1.10
		PI.	PArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	ISTE			See Stevens Point, Wisc.							
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF		No Service Available	
WOONSOCKET, R. I.	SFZ	NE.	POplar 2-4230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 7-4360	9,3	200	A	C	C	G	.45	1.45
		NE.	SWift 9-4691.	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	FIreside 4-2142.	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	OTG	NO.	J-6659.	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	GLencourt 3-9934.	4,6	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA.	YAK	PN.	4	16.	200					.60	1.00
YANKTON, S. D.	YKN	NO.	NOrth 5-2109.	3	200	C	C			No Service Available	
YARMOUTH, N. S.	YJI	TC.	1287.	22.	300	C	C	C		.50	1.00
YORKTON, SASK.	YQV	TC.	3411	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	LIberty 5-9413.	3,4	250	A	C	CAK	G	.50	1.60
		LC.	LIberty 5-2511.	3	200	A	C	CAK			
		UA.	LIberty 5-9746.	6	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV			See Marysville, Calif.							
YUMA, ARIZ.	YUM	GL.	SUnset 2-1871	3,54.	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO	ZZV	LC.	GLadstone 2-7561.	3	200	C					

UMI

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All Air Freight	Santa Barbara, Calif.	Pacific	
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only	Capital	
Live Animals	Through Chicago	Ozark	
Live Animals	All points	Trans-Texas	Applies to Excess Baggage and Air Express, June 1-Oct. 1.
Live Animals, including dogs, cats, monkeys, chinchillas, etc. (except dogs trained to lead the blind)	All points	Pacific	Applies to Excess Baggage, Air Express or Air Freight.
Meat, Meat Products	Off Line points within Mexico	American	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Note 2: Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X			X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A, (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
De Haviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53, 53A, 53B	G-24
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 Chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Storage	Horse Stalls
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	X
X	
X	
X	
X	
X	
X	
X	
	X
X	
X	
X	
X	
X	
X	

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	339	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	182	182	151	103	73	54
26	278	278	278	276	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	296	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	296	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	296	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	296	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	296	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	296	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	230	230	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	230	230	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	230	230	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	268	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	129	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	129	127	127	126	126	125	123	122	120
21 A	275	232	184	154	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
24 A	271	220	178	154	148	144	140	136	132	128	126	123	121	119	117	116	114
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	162	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	96	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	106	100	100	100	100	98	97	96	94
30 A	234	193	148	128	120	107	96	89	89	89	89	89	86	84	83	82	79
B	234	180	123	102	97	93	91	89	89	89	89	89	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	96	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	99	98	96	94	89	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to FAA

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	550	550	550	550	550	550	550	550	520	508	498	487	480	471	462	456
18									550	550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					256	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

WIDTH OR HEIGHT (IN INCHES) / WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	110	109	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

UMI

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN	23"x28"x44"	LC	20"x24"x44"
CP	24"x28"x357"	FL	36"x44"x86"
	56"x56"x 93"	NE, PC	28"x 40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31	31	
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100			
6	A	211	211																			
	B	200	200																			
	C	200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	106	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	85	76	76					
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	80	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	76	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64		
62	B	89	89	89	89	89	89	89	89	89	89	89	89	85								

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	36	38	40
2	A	212	200	202	177	158	142			128	117	110	107	105	71	68	63	58	56	49	44	39			
	B	100					100	100		100	100	100		100	100	100		100	100	100		100	100		
3	B	112					100	226		201	200	200		200	200	200		200	111	100		100	100		
4	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					200	200		200	200	200		200	200	200		200	111	100		100	100		
6	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					200	176		200	176			172	172	170		172	101	100		100	100		
8	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					177	152		152	152			152	152			152	100	100		100	100		
9	B	200					154	127		127	127			127	127			127	100	100		100	100		
10	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					178	177		177	177			177	177			177	100	100		100	100		
12	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					164	149		149	149			149	149			149	100	100		100	100		
13	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					149	134		134	134			134	134			134	100	100		100	100		
14	A	212	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
15	B	200					134	134		134	134			134	134			134	100	100		100	100		
16	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
17	B	200					134	134		134	134			134	134			134	100	100		100	100		
18	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
19	B	200					134	134		134	134			134	134			134	100	100		100	100		
20	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
21	B	200					134	134		134	134			134	134			134	100	100		100	100		
22	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
23	B	200					134	134		134	134			134	134			134	100	100		100	100		
24	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
25	B	200					134	134		134	134			134	134			134	100	100		100	100		
26	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
27	B	200					134	134		134	134			134	134			134	100	100		100	100		
28	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
29	B	200					134	134		134	134			134	134			134	100	100		100	100		
30	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
31	B	200					134	134		134	134			134	134			134	100	100		100	100		
32	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
33	B	200					134	134		134	134			134	134			134	100	100		100	100		
34	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
35	B	200					134	134		134	134			134	134			134	100	100		100	100		
36	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
37	B	200					134	134		134	134			134	134			134	100	100		100	100		
38	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
39	B	200					134	134		134	134			134	134			134	100	100		100	100		
40	A	200	200	202	177	158	142			128	117	110	107	105	68	63		58	52		47	42			
	B	200					134	134		134	134			134	134			134	100	100		100	100		
41	B	200					134	134		134	134			134	134			134	100	100		100	100		
42	A	175	111	101	91	85	78			72	68	65	62		29	29	29	29	29						
43	A	96	92	87	82	76	74			72	68	65	62		29	29	29	29	29						
44	A	87	83	79	76	74	71			69	68	66	65		62	58	56	54	49						
45	A	84	81	78	76	74	71			69	68	66	65		62	58	56	54	49						
46	A	82	80	77	75	74	71			69	68	66	65		62	58	56	54	49						
47	A	81	79	76	74	73	71			69	68	66	65		62	58	56	54	49						
48	A	80	78	75	74	73	71			69	68	66	65		62	58	56	54	49						
49	A	79	77	75	74	73	71			69	68	66	65		62	58	56	54	49						
50	A	78	76	75	74	73	71			69	68	66	65		62	58	56	54	49						
51	A	78	76	75	74	73	71			69	68	66	65		62	58	56	54	49						
52	A	78	76	75	74	73	71			69	68	66	65		62	58	56	54	49						
53	A	78	76	75	74	73	71			69	68	66	65		62	58	56	54	49						
54	A	78	76	75	74	73	71			69	68	66	65		62	58	56	54	49						

A-applicable only to TCA
B-Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	73	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	86	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	76	74	71	69	68	66	65	62	58	56	49	45	41
33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches)	FIRST DIMENSION (IN INCHES)								
	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
64	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
68	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
96	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		
100	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27			
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27				
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27					
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27						
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27							
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27								
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27									
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27										
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27											
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27												
140	27	27	27	27	27	27	27	27	27	27	27	27	27													

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2 A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
2 B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
2 C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
2 D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4 A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
4 B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
4 C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
4 D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6 A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
6 B			96	96	96	96	96	96	89	85	79	73	73	73	73	73	73	73	73	73	73	73	73	–
6 C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
6 D			96	96	96	96	96	96	89	85	79	73	73	73	73	73	73	73	73	73	73	73	73	73
8 A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
8 B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
8 C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
8 D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10 A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
10 B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
10 C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
10 D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12 A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
12 B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
12 C						93	93	93	93	93	84	84	84	84	84	84	84	84	80	80	80	80	80	80
12 D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14 A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
14 B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
14 C							84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80	80
14 D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16 A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
16 B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
16 C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
16 D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18 A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
18 B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
18 C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
18 D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20 A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
20 B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
20 C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
20 D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22 A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
22 B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
22 C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
22 D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24 A												72	72	72	72	72	72	72	72	72				
24 B												70	70	70	70	70	70	70	70	70	46	46	46	–
24 C												80	53	53	53	53	53	53	48	48	48	48	48	48
24 D												46	46	46	46	46	46	46	46	46	46	46	46	43
24 E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
24 F		105		105		84		80		80		58		56		56	56							
26 A													30	30	30									
26 B													46	46	46	46	46	46	46	46	46	46	46	–
26 C													48	48	48	48	48	48	48	48	48	48	48	45
26 D													46	46	46	46	46	46	46	46	46	46	46	41
28 A															30	30								
28 B															46	46	46	46	46	46	46	46	46	–
28 C															48	48	48	48	48	48	48	48	43	43
28 D															46	46	46	46	46	46	46	46	46	40
30 C															48	48	48	48	48	38	38	38	38	38
32 C																48	48	48	36	36	36	36	36	36
34 C																	48	48	36	36	36	36	36	36
36 E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
36 F		104		96		84		80		80		56		42		40	38							
48 E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
48 F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and FL
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 96"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

UMI

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47			
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

15 – A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

14 DOUGLAS C-47 (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES) — WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	146	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width only (In Inches) 87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
28	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	330	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	280	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	187	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is insert d diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

UMI

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	134	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	102
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	119	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	149	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES: 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51	
20	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61	
18	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80

53B DOUGLAS DC-8
Applicable to EA and NW Only

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	239	224	222	220	217	215	209	
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	66	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	N	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	PT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	A(2-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	A(2-23-26)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(2)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

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SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	THC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(41)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	R(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length. .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(R)		N		
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	N	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 500 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.

   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
   DC-3 aircraft — Up to 60 inches
   Viscount aircraft — Up to 56 inches
   North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda; New York and Mexico City; New York and San Juan; Miami and San Juan and New Orleans and Mexico City.
48. Natria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than 100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

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ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✈	583 ✈	C-46 Read Down	Read Up	584 ✈	582 ✈	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
	0700		Ar MARACAIBO	Lv		0720	
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47 Read Down	Read Up	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

125 ✈	IL-12 Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

2481 ③	2491 ②⑤ ⑥	750 ②④ ⑤	896 Ex. ①⑦	DC-4	897 Ex. ①⑦	751 ②④ ⑤	2480 ②③ ⑤⑥
0500	0500	1120	0200	Lv PARIS, Orly Ar	0735	2330	2200
			0335	Ar LONDON, Airport Central Lv	0600		
		1310		Ar FRANKFURT, Rhein Main Lv		2130	
		1440		Lv FRANKFURT, Rhein Main Ar		2005	
		1620		Ar BERLIN, Tempelhoff Lv		1820	
	1000			Ar ORAN Lv			
	1100			Lv ORAN Ar			
0930	1225			Ar ALGIERS Lv			1730

ARIANA AFGHAN AIRLINES

DC-4 Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46 Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

18 Ex①	DC-3 Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv		0330
0200	Ar TOKYO			
	Lv TOKYO		0030	

UMI

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	803 DC-6A # EX	807 # EX	801 # EX	855	855 # EX	855 # EX	821	821 # EX	827 # EX	825 # EX	DC-7BF	822 # EX	816 # EX	802 # EX	824 # EX	824	828 # EX	806 DC-6A # EX	810 # EX	814	818
⑥	⑦①	⑦①	⑥⑦	⑦	⑤	⑤⑥⑦	⑥	⑥⑦①	⑥⑦	⑥⑦		⑥⑦	⑤⑥⑦	⑥⑦	⑤⑥⑦	⑤	⑥⑦	⑥⑦	⑥⑦	⑦	⑥
2300			2225								Lv BOSTON.....Ar		1238			1656				2221	
			2311								Ar HARTFORD.....Lv										
0015			0010								Lv HARTFORD.....Ar										
0130		0125			2230	2230			2200		Ar NEW YORK (EWR)Lv					1545				2110	
	0300									2220	Lv NEW YORK (EWR)Ar			1549	1442	1442			1244	1944	1527
											Ar NEW YORK (LGA)Lv							2246			
											Lv NEW YORK (LGA)Ar										
											Ar NEW YORK (IDL)Lv		1135								
											Lv NEW YORK (IDL)Ar		1011				1230				
											Ar PHILADELPHIA..Lv							2205			
											Lv PHILADELPHIA..Ar							2108			
											Ar BALTIMORE.....Lv							2030			
											Lv BALTIMORE.....Ar							1829			
											Ar WASHINGTON....Lv			1440							
		0244									Lv WASHINGTON....Ar			1340							
		0400									Ar BUFFALO.....Lv				1320	1320					
	0453										Lv BUFFALO.....Ar				1227	1227					
	0550										Ar CINCINNATI....Lv							1535			
											Lv CINCINNATI....Ar							1429			
0253			0142		2353	2353					Ar DETROIT.....Lv		0700		1015	1015				1635	
0415			0300		0105	0105					Lv DETROIT.....Ar		0547		0912	0912				1522	
											Ar NASHVILLE.....Lv			0930							
											Lv NASHVILLE.....Ar			0834							
											Ar MEMPHIS.....Lv			0735							
											Lv MEMPHIS.....Ar			0635							
0533		0505									Ar CHICAGO (MDW).Lv		0440		0805	0805		1305	0900	1458	1143
0700		0630									Lv CHICAGO (MDW).Ar		0315		0640	0640		1041	0658	1258	1028
			0422		0227	0227			0016	f0044	Ar CHICAGO (ORD).Lv						f0835				
			0545		0345	0345			0135	f0109	Lv CHICAGO (ORD).Ar						f0805				
											Ar ST. LOUIS.....Lv							0920			
											Lv ST. LOUIS.....Ar							0830			
											Ar TULSA.....Lv										
											Lv TULSA.....Ar										
0923	0825				0613	0613					Ar DALLAS.....Lv			0450					0245	0845	0615
1100	1000			1200		0815	0520	0520			Lv DALLAS.....Ar	0250		0329					0124	0635	0449
				1316		0931					Ar SAN ANTONIO...Lv								0015		
				1445		1100					Lv SAN ANTONIO...Ar								2245		
				1730		1345					Ar MEXICO CITY...Lv								2000		
1500	0220	1120	1035				0920	0920	0625	0559	Ar LOS ANGELES...Lv	2100			2245	2245	2350	2355		0045	
1630			1300					1030	0755	0700	Lv LOS ANGELES...Ar	1905					2220				
1800			1430					1200	0925	0830	Ar SAN FRANCISCO.Lv	1725	1845	2055			2040				2215

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ①②③④⑤	337 170	335 DC-4 ②③④⑤	331 170 ①⑦	353 170	357 170 ⑦	351 170 ②③④⑤	347 170 ②③④⑤⑥	345 DC-4 ①	385 DC-4 ②③④⑤⑥	388 DC-3 ②③④⑤⑥	DC-3; DC-4 Bristol 170	387 DC-3 ①②③④⑤	386 DC-4 ①②③④⑤	346 DC-4 ①	348 170 ②③④⑤⑥	352 170 ②③④⑤	358 170 ⑦	354 170 ②③④⑤⑥	332 170 ①⑦	336 DC-4 ②③④⑤	338 170 ✕	368 170 ①②③④⑤
									0120	0040	Lv SYDNEY.....Ar	2250	2330								
									↓	0355	Ar BRISBANE....Lv	1930	↑								
									0400		Ar MELBOURNE...Lv		2100								
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE...Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON..Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
0705	1935	1125	0820								Ar HOBART.....Lv								0950	1325	2105	
0805											Ar DEVONPORT...--											
0835											Lv DEVONPORT...--											0935
											Ar WYNYARD.....Lv											

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA-ST. PETERSBURG*.Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI.....Lv			2030					
2200		0300			2200		Lv MIAMI.....Ar			1900					
	0845			0845		0845	Ar GUATEMALA....Lv								1330
	1015			1015		1015	Lv GUATEMALA....Ar								1200
	1100			1100		1100	Ar SALVADOR.....Lv	1300					1330	1330	1115
							Lv SALVADOR.....Ar								1000
							Ar GUATEMALA....Lv								
							Lv GUATEMALA....Ar								
②		③			⑤										
0500		0900			0500		Ar PANAMA.....Lv			1300		0700			0600
0700				1100	0700		Lv PANAMA.....Ar		0400		1900				0400
1030					1030		Ar QUITO.....Lv								
1200					1200		Lv QUITO.....Ar								
1315					1315		Ar GUAYAQUIL....Lv		0901						0901
							Lv GUAYAQUIL....Ar								
			1400				Ar BOGOTA.....Lv				1600				

*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

AVIATECA (GU)

①③⑤	③⑥	Read Down	Read Up	②⑤	①③⑤
0830		Lv NEW ORLEANS.....Ar			1400
↓	0800	Lv MIAMI.....Ar		1400	↑
1400	1300	Ar GUATEMALA.....Lv		0800	0830

BRANIFF AIRWAYS (BN)

851 A②③④⑤⑥	C-46 Read Down	Read Up	850 B①②③④⑤
0400	Lv CHICAGO (MDW).....Ar		0159
0605	Ar KANSAS CITY.....Lv		2359
0635	Lv KANSAS CITY.....Ar		2330
0748	Ar WICHITA.....Lv		2220
0820	Lv WICHITA.....Ar		2155
f	-- OKLAHOMA CITY.....--		
1021	Ar DALLAS.....Lv		2000

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BRITISH EUROPEAN AIRWAYS (BEA)

02 L 2 3 4 5 6	02 L 7	16 V 2 3 4 5 6 7	36 Y 5	21 Y # Ex. 1	06 L 3 5 7	06 Y 6	08 V 3 4 6	V = Viscount Y = York Freighter L = Leopard Freighter	09 V 3 4 6	07 L 1 4 6	31 Y 6/7	22 Y # Ex.1	37 Y 2 7 5	15 V 2 3 4 5 6 7	03 L 2 3 4 5 6	03 L 7
0001	0030	0105	0205	0100 0230	0330	0330	0045	Lv LONDON.....Ar	1215	1700	1240 7	0640 0510	0705	0755	0525	0555
						1315	0515	Ar PARIS.....Lv			0810					
					0950	0845		Ar MILAN.....Lv	0745	1010	1130 6				0330	0400
0155	0225							Ar ROME.....Lv					0540			
		0335	0330					Ar AMSTERDAM.....Lv						0520		
								Ar BRUSSELS.....Lv								
								Ar COPENHAGEN.....Lv								

‡Via Rome and Flight N^{O} BEF 31

27 D 5	29 Y 6	29 D 3 4 7	25 D 5	D = DC-3 Y = York Freighter	26 D 5	28 D 5	30 D 3 4 7	30 Y
0130	0130	0130	0405	Lv LONDON.....Ar	1155	0805	1145	1010
0405	0330	0405		Ar DUSSELDORF.....Lv		0535		
	0500	0535		Lv DUSSELDORF.....Ar				
	0600	0650	0705	Ar FRANKFURT.....Lv	0835		0820	0730

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C 3	BA/ EM* 778 SC 5	BA 978 C 7	EM** 978 SC 2	AI 162 DC-6A 6	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A 7	EM** 979 SC 7	BA 979 C 3	BA/ EM* 779 SC 2	BA 777 SC 7
2200	2230 6	0600 0735		0600	Lv LONDON.....Ar	1930		2220 2035	1800	2015
2359	0040			1610 1145	Ar DUSSELDORF.....Lv Ar FRANKFURT.....Lv					1805
		0320	1030		Ar ROME.....Lv Ar GENEVA.....Lv Ar ZURICH.....Lv	1515		1745	1530	
4 1000		2040 1		1950 7	Ar BEIRUT.....Lv	0845 2		0915 4		0915 1
1750	1420 7	0430		0310	Ar BAHRAIN.....Lv Ar DAMASCUS.....Lv	0510		0505	0900 4	0505
5 0405	0120	1445			Ar KARACHI.....Lv Ar DELHI.....Lv	2210 1		2130	0115 1930	2130
	0905	2320		1125	Ar CALCUTTA.....Lv Ar BOMBAY.....Lv	0700 7 1225		1400	1510	
1420	1550	2 0915	1415		Ar RANGOON.....Lv Ar BANGKOK.....Lv Ar HONGKONG.....Lv		1600	3 0900	1140	1320
			1620		Lv HONGKONG.....Ar Ar MANILA.....Lv					7
2010	2135 1				Ar SINGAPORE.....Lv				0730 3	0830
	0205		3		Ar DJAKARTA.....Lv		1		0300	
	1215		0330		Ar DARWIN.....Lv		0530 7		2115 2	
	2115		1245		Ar SYDNEY.....Lv		2100		1245	

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

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COMPANIA MEXICANA DE AVIACION, S.A.

⑥	③	215C ② ⑤	611C C-82 ② ⑤	621C ④	631C ⑦	631C ⑦	C-47 Read Down	C-47 Read Up	630C ①	630C ①	630C ⑥	610C C-82 ②	200C ②	⑥	C-82 ⑤	③ ⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840		0930	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715			1715
0930	0930			0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645			1645
1030	1030			1030		1030	Ar MINATITLAN	Lv								
1100	1100			1100		1100	Lv MINATITLAN	Ar								
		0910					Ar OAXACA	Lv								
		0935					Lv OAXACA	Ar								
		1025					Ar IXTEPEC	Lv								
		1045					Lv IXTEPEC	Ar								
	1200	1145					Ar TUXTLA GUTIERREZ	Lv								
	1230	1210					Lv TUXTLA GUTIERREZ	Ar								
1145			1055	1145		1145	Ar VILLAHERMOSA	Lv						1230		
			1125	1215		1215	Lv VILLAHERMOSA	Ar								
	1330	1310					Ar TAPACHULA	Lv					1415			1415
			1210	1300		1300	Ar C. DEL CARMEN	Lv	1030		0900	1300			1300	
					1450		Ar CAMPECHE	Lv		0815						
					1505		Ar CHETUMAL	Lv		0700						

③④	420C ③④	920C C82 ④	920C ②	930C ⑥	410C ④	C-47 Read Down	C-47 Read Up	421C ③④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200
	1430	0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
	1520				0750	Ar MASCOTA	Lv	1745	1125				
	1530				0810	Lv MASCOTA	Ar	1735	1105				
	1550				0830	Ar TALPA	Lv	1715	1045				
	1600				0850	Lv TALPA	Ar	1705	1025				
	1625				0915	Ar PUERTO VALLARTA	Lv	1640	1000				
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530
		1415	1455			Lv HERMOSILLO	Ar				2325		2120
		1620	1715			Ar MEXICALI	Lv				2100		
		1705	1740			Lv MEXICALI	Ar				2015		
		1750	1820			Ar TIJUANA	Lv				1930		1900

CIVIL AIR TRANSPORT (CAT)

48 DC-4 ⑤	24 DC-6B ④	4 DC-6B ④	44 DC-4 ③	8 DC-6B ②	2 DC-6B ②	42 DC-4 ①	26 DC-6B ⑦	6 DC-6B ⑦		21 DC-6B ①	1 DC-6B ①	7 DC-6B ②	43 DC-4 ②	3 DC-6B ④	45 DC-4 ④	47 DC-4 ⑤	25 DC-6B ⑥	5 DC-6B ⑦
		1615			0030				Lv BANGKOK Ar		2250			1510				
		2255			0710				Ar HONG KONG Lv		2010			1230				
		0900			0900			1230	Lv HONG KONG Ar		1910			1125				1125
									Ar MANILA Lv									
1400				1530					Lv MANILA Ar			1435				1200		
1900		1115		1950	1115			1445	Ar TAIPEI Lv		1645	1215		0900		0900		0900
	1215		0900			0900	1545		Lv TAIPEI Ar	1545			0745		0745		2250	
	1400					1105	1730		Ar OKINAWA Lv	1355			0530		0530			
	1445					1200	1815		Lv OKINAWA Ar	1320			0445		0445			
	1825		1530			1655	2155		Ar TOKYO Lv	0900			2330		2330		1700	
	0800		1100			1100			Lv TOKYO Ar				2030		2030		1600	
	1220		1600			1600			Ar SEOUL Lv				1700		1700		1315	

DELTA AIR LINES (DL)

23X ①⑦	25X ⑥⑦	29X ①⑦	C-46		20X ⑥⑦ ②	22X ⑥⑦	26X ⑥⑦
		0030	Lv NEWARK	Ar		1143	
		0115	Ar PHILADELPHIA	Lv		1103	
		0205	Lv PHILADELPHIA	Ar		1033	
		0354	Ar CHARLOTTE	Lv			
		0434	Lv CHARLOTTE	Ar			
	2315		Lv CHICAGO	Ar			0820
0200			Lv DETROIT	Ar	1200		
0321			Ar CINCINNATI	Lv			
0400			Lv CINCINNATI	Ar			
	0105		Ar MEMPHIS	Lv			0440
	0145		Lv MEMPHIS	Ar			0400
0613	0429	0602	Ar ATLANTA	Lv	2040	0600	0258
0743	0745	0745	Lv ATLANTA	Ar	1736	0432	0133
	0945		Ar ORLANDO	Lv			2313
	1034		Lv ORLANDO	Ar			2213
		0913	Ar NEW ORLEANS	Lv	Ⓑ	0120	
		1013	Lv NEW ORLEANS	Ar		0020	
		1203	Ar HOUSTON	Lv		2241	
		1243	Lv HOUSTON	Ar		2201	
Ⓐ	1147		Ar MIAMI	Lv			2100
1051		1408	Ar DALLAS	Lv	1300	2030	

Ⓐ Ex. ⑦①② ATL-DAL
Ⓑ Ex. ⑥⑦②

COMPAÑIA DOMINICANA DE AVIACION, C. POR A. (CDA)

400 DC-4 ①⑤	402 C-46 ④	601 DC-3 ④⑥	603 C-46 ✠	Read Down	Read Up	399 DC-4 ②⑥	401 C-46 ④	600 DC-3 ④⑥	602 C-46 ✠
0915	0500	1000	0600	Lv C.TRUJILLO,D.R.	Ar	1300	1700	1330	1330
1315	0900	↓	↓	Ar MIAMI	Lv	0900	1300	↑	↑
		1230	0830	Ar SAN JUAN, P.R.	Lv			1300	1300

COMPANIA CUBANA DE AVIACION (CU)

461 ✠	C-46 Read Down	C-46 Read Up	460 ✠
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti.	Lv	0630

UMI

EASTERN AIR LINES, INC. (EA)

4X # Ex ⑥⑦	5X # Ex ⑦①	3X # Ex ⑥⑦	1X # Ex ⑦①	L-1049C	2X # Ex ⑥⑦	4X # Ex ⑦⑥	6X # Ex ⑦⑥	3X # Ex ⑥⑦
				Lv NEW YORK (IDL)				
				Ar				
		2345	0230	Lv NEWARK....Ar	0727	0530		
	0230			Lv CHICAGO (MDW)				
				Ar			2330	
	0455		0443	Ar ATLANTA....Lv	0330		2100	
	0630		0600	Lv ATLANTA....Ar	0226		1957	
				Ar MOBILE.....Lv	2359			
				Lv MOBILE.....Ar	2302			
				Ar NEW ORLEANS				
			0650	Lv	2220			
				Lv NEW ORLEANS				
			0750	Ar	2122			
			0912	Ar HOUSTON....Lv	2000			
	0855			Ar MIAMI.....Lv			1730	
1700				Lv MIAMI.....Ar.				1015
1945		0520		Ar SAN JUAN...Lv		2345		0730

FLYING TIGER LINE (FT)

182 #Ex. ⑦	184 #Ex. ⑦	282 #Ex. ⑦	382 #Ex. ⑥⑦	382 ⑥	L-1049H	181 #Ex. ⑦	183 #Ex. ⑦①	281 #Ex. ⑥⑦	283 #Ex. ⑦①
			1930		Lv SEATTLE.....Ar			1700	
			2015		Ar PORTLAND.....Lv				
			2115		Lv PORTLAND.....Ar			1510	
		2000	0030		Ar SAN FRANCISCO/OAKLAND...Lv			0930	1530
			0140	2300	Lv SAN FRANCISCO/OAKLAND...Ar				
T1700	T1700				Lv SAN DIEGO.....Ar	T0800	T0800		T0800
					LOS ANGELES (BUR).....Lv				1400
2230	2300				Lv LOS ANGELES (BUR).....Ar	0615	1735		1055
				0625	Ar MINNEAPOLIS/STP.....Lv				
				0655	Lv MINNEAPOLIS/STP.....Ar				
0630		0430	1010	0840	Ar CHICAGO (MDW).....Lv	0115		0405	
0745		0545	1120	1040	Lv CHICAGO (MDW).....Ar	0045		0250	
T1130		T1130	T1130	T1130	Ar MILWAUKEE.....Lv	T2200		T2200	
T0800		T0800	T0800	T0800	Ar SOUTH BEND.....Lv	T1800		T1800	
T0700		T0800	T0700	T0700	Ar GRAND RAPIDS.....Lv	T1700		T1700	
0850				1145	Ar DETROIT.....Lv		1130	0130	0445
				1230	Lv DETROIT.....Ar			0015	0345
T0700				T0700	Ar TOLEDO.....Lv		T1900	T1900	T1900
			1345		Ar CLEVELAND.....Lv				0400
			1445		Lv CLEVELAND.....Ar				0300
			T2000		Ar AKRON.....Lv				T1830
			T2000		Ar BUFFALO.....Lv				T1600
			1605	1515	Ar BINGHAMTON				
			1715	1625	Lv BINGHAMTON				
			T0800	T0800	Ar ALBANY				
			T0800	T0800	Ar ROCHESTER				
	1030		1810	1720	Ar NEW YORK (EWR).....Lv	2230		2300	0110
	1730			0300	Lv NEW YORK (EWR).....Ar				2355
	1205	0920	T0730	T0730	Ar NEW YORK (IDL).....Lv	T1900		T1900	
		1120			Lv NEW YORK (IDL)				
		1200			Ar NEW YORK (EWR)				
	T1500	T1500	T0200	T0200	Ar PHILADELPHIA.....Lv			T1900	
					HARTFORD/SPRINGFIELD....Lv				2300
					HARTFORD/SPRINGFIELD....Ar				2145
	1845				Ar BOSTON.....Lv				2100
	T0930				Ar PROVIDENCE.....Lv				T1500

T - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON.....Ar	0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT.....Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT.....Ar	0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA.....Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA.....Ar	1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM.....Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM.....Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE.....Lv	↑	↑	0545	1700
				ENTEBBE.....Ar			0430	1545
0305	0305	0205	0305	Ar NAIROBI.....Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI.....Ar	0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY.....Lv	0015	1945	1915	0630
		0855	0630	Lv SALISBURY.....Ar	2300	1830		
		1125	0900	Ar JOHANNESBURG.....Lv	2030	1600		

INDIAN AIRLINES (IAC)

Douglas Freighter Read Down	311 ✕	313 ✕	315 ✕	317 ✕	319 ✕	321 ✕	323 ✕	331 ✕	333 ✕	335 ✕	337 ✕	339 ✕	341 ✕	343 ✕	345 ✕	347 ✕	349 ✕	351 ✕	353 ✕	355 ✕	357 ✕	359 ✕	361 ✕	381 ✕	381 ✕	391 ⑤	376
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN Read Down	318 ✕	316 ✕	314 ✕	312 ✕	324 ✕	322 ✕	320 ✕	332 ✕	334 ✕	336 ✕	338 ✕	344 ✕	340 ✕	342 ✕	346 ✕	350 ✕	352 ✕	354 ✕	348 ✕	356 ✕	358 ✕	360 ✕	362 ✕	364 ✕	366 ✕	382	382	392 ⑤	375
MOHANBARI, Mcpl....Lv																											0855		
BAGDORA Lv																									0615	0925			
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter Read Down	365 ✕	363 ✕	325 ⑦② ③⑤	327 ①③ ④⑥	329 ①④ ⑥	373 ✕	373 ✕	373 ⑦③ ④	393 ✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN Read Down	394 ✕	373 ⑦③ ④	374 ✕	374 ①② ⑤⑥	330 ①④ ⑥	328 ①③ ④⑥	326 ⑦② ③⑤
RUPSI.....Lv	1015						
IMPHAL Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRANIAN AIRWAYS (IRA)

267 ③	287 ⑦	DC-4	266 ①	286 ④
1000	1000	Lv TEHERAN.....Ar	0900	0900
1600	1600	Ar ISTANBUL.....Lv		
1630	1630	Lv ISTANBUL.....Ar		
		Ar ANKARA.....Lv	0200	0200
		Lv ANKARA.....Ar	0100	0100
2200		Ar ZURICH.....Lv	1600	
2300		Lv ZURICH.....Ar	1500	
	f	MILAN		f
2400	2300	Ar FRANKFURT.....Lv	1400	1500

IRISH INTERNATIONAL AIRLINES (ALT)

810 ③	822 ①② ④⑤	830 ⑤	860 ③	852 ①④	850 ③	840 ④	800 ①③ ⑦	870 ⑤	C-47	801 ①② ④	803 ⑥	841 ④	853 ①④	861 ③	863 ③	831 ⑤	823 ②③ ⑤⑥	811 ③
1600	2320	1200	1200	1255	1200	1825	2050	2145	Lv DUBLIN.....Ar	0545	0645	2305	1730	1335	1730	1620	0400	1945
1705								2250	Ar SHANNON.....Lv									
								2350	Lv SHANNON.....Ar									1835
	0035								Ar LIVERPOOL...Lv								0240	
		1325							Ar MANCHESTER..Lv							1500		
			1055						Ar GLASGOW.....Lv					1200	1555			
				1430	1335				Ar CARDIFF.....Lv				1550					
						2000			Ar BRISTOL.....Lv									
									Ar BIRMINGHAM..Lv			2130						
							2300	0230	Ar LONDON.....Lv	0330	0430							

INI & CIA. S.A. (INI)

V180 ③	Read Down	Read Up	V181 ⑥
0600	Lv BUENOS AIRES.....Ar		1350
0910	Ar SANTIAGO.....Lv		0835
1020	Lv SANTIAGO.....Ar		0725
1415	Ar ANTOFAGASTA.....Lv		0330
1500	Lv ANTOFAGASTA.....Ar		0245
1920	Ar LIMA.....Lv		2025
2040	Lv LIMA.....Ar		1905
0100	Ar GUAYAQUIL.....Lv		1445
0200	Lv GUAYAQUIL.....Ar		1345
0620	Ar PANAMA.....Lv		0925
0730	Lv PANAMA.....Ar		0815
1345	Ar MIAMI.....Lv		0200

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KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④⑤⑥	KL5 ♦ ② ②④⑤⑥	KL41 ♦ ② ③④⑤⑥	SN 103 ♦ ② ③④⑤⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④⑤⑥	KL1 ♦ ② ③④⑤⑥	KL64 ♦ ⑦	KL62 * ②⑤	*Super Constellation ♦-DC-6A ♦-DC-3 Read Down Read Up	KL61 ♦ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④⑤⑥	KL2 ♦ ① ②③④⑤	KL8 ♦ ④⑤⑥	KL4 ♦ ② ③④⑤⑥	SN 104 ♦ ② ③④⑤⑥	KL42 ♦ ② ③④⑤⑥	KL6 ♦ ② ③④⑤⑥	SE 704 ♦ ② ③④⑤⑥
								1130 ①	2330 ↓	Lv NEW YORK....Ar	16▲50	16▲15	09▲45								
										-- MONTREAL....Lv	15▲00	14▲30	08▲00								
										-- MONTREAL....Ar	14▲00	13▲30	07▲00 ⑦								
								0555	1745	Ar GLASGOW....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM....Lv	0100	0100	1830								
0340 ↓	0350 ↓	1440 ↓	0345 ↓	2030	1730	1600	0415			Lv AMSTERDAM....Ar				0315	0235	1120	2120	0250	2105 ↑	0245 ↑	0300 ↑
			0445	2130	1830	1700	0515			Ar LONDON (North)...Lv				0025	2345	0830	1830	0145		①	
		1645								Ar BRUSSELS....Lv									1900	②③④⑤	
	0635									Ar PARIS (ORLY)....Lv				APR. 11-18	FROM APR. 21					2350	
0610 ↓										Ar COPENHAGEN....Lv											0020 ① ②④⑤
										Ar BASLE....Lv											
0640										Lv BASLE....Ar											2350
0715										Ar ZURICH....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down	Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI	Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA	Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ② ⑤⑥	C-46 Read Down	Read Up	616 ①③ ⑤	616 ④
0700	0600	Lv MIAMI	Ar	1400	2030
0810 ↓	↓	Ar HAVANA	Lv	↑	↑
0845		Lv HAVANA	Ar		
	0810	Ar GRAND CAYMAN	Lv		
	0900	Lv GRAND CAYMAN	Ar		
1230	1130	Ar SAN JOSE, C.R.	Lv	0700	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar Read Down	074 DC-3 ✕ Ex ⑥	074 DC-3 ⑥	080 L ✕ Ex ⑥	080 L ⑥	065 DC-3 ✕ Ex ⑥ ⑦	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 ✕ Ex ⑥	069 DC-3 ⑥	047 L ✕ Ex ⑥ ⑦	047 L ⑥	047 L ⑦	043 DC-3 ✕ Ex ⑥ ⑦	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 ✕ Ex ⑥ ⑦	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 ✕ Ex ⑥	061 DC-3 ⑥
STOCKHOLM....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING....Ar			1335	1145																
JONKOPING....Ar					1310	1110	1255													
VAXJO....Ar								1310	1050											
VAXJO....Lv								1330	1110											
RONNEBY....Ar								1405	1145											
RINKABY....Ar										1220	1020	1205								
RINKABY....Lv										1235	1035	1220								
MALMO....Ar										1300	1100	1245								
LIDKOPING....Ar													1250	1100	1230					
LIDKOPING....Lv													1320	1120	1250					
GOTHENBURG....Ar													1350	1150	1320					
KARLSTAD....Ar																1310	1050	1255		
HULTSFRED....Ar																			1230	1045

LUFTHANSA GERMAN AIRLINES

LH041 # Ex. (7) (3)	U.S.A.-Europe Super Constellation	LH040 # Ex. (1) (2)
2200	Lv NEW YORK ..... Ar	1130
1600	Ar FRANKFURT Lv	0001

LH030 Viking (5)	LH032 Viking # Ex. (7)	BEF26 DC-3 (5)	BEF30 DC-3 (3) (4) (7)	BEF30 York	BEF28 DC-3 (5)	England	BEF27 DC-3 (5)	BEF29 York (6)	BEF29 DC-3 (3) (4) (7)	BEF25 DC-3 (5)	LH033 Viking #Ex. (1)	LH033 Viking (5)	LH031 Viking (6)
2300	2245	0835	0820	0730		Lv FRANKFURT .. Ar		0600	0650	0705	0750	0830	0725
	2350					Ar DUSSELDORF .. Lv		0500	0535		0650	0730	
	0030				0535	Lv DUSSELDORF .. Ar	0405	0330	0405		0615	0655	
0145	0240	1155	1145	1010	0805	Ar LONDON Lv	0130	0130	0130	0405	0405	0445	0445

LH020 Viking #Ex. (7)	LH024 Viking #Ex. (7)	LH022 Viking #Ex. (7)	LH032 Viking #Ex. (7)	Intra Germany Service	BEF29 York (6)	BEF29 DC-3 (3) (4) (7)	LH033 Viking #Ex (1) (5)	LH033 Viking (5)	LH023 Viking #Ex (1)
1700				Lv HAMBURG ..... Ar					0100
1745				Ar BREMEN Lv					
1820				Lv BREMEN ..... Ar					
1855				Ar HANOVER Lv					
1935				Lv HANOVER ..... Ar					
2055				Ar FRANKFURT Lv					
	1535	1715	2245	Lv FRANKFURT .... Ar	0600	0650	0750	0830	2310
		1810		Ar COLOGNE/BONN . Lv					
		1845		Lv COLOGNE/BONN . Ar					
		1915	2350	Ar DUSSELDORF ... Lv	0500	0535	0650	0730	
		1955		Lv DUSSELDORF ... Ar					
	1630			Ar STUTTGART Lv					
	1705			Lv STUTTGART .... Ar					
	1810			Ar MUNICH Lv					
	1840			Lv MUNICH ..... Ar					
	1935			Ar NUREMBERG Lv					
	2005			Lv NUREMBERG .... Ar					
	2105	2100		Ar FRANKFURT Lv					

LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46		263
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

MALAYAN AIRWAYS (MAL)

122	106	DC-3		119
		Read Down	Read Up	
0425	0455	Lv SINGAPORE	Ar	0330
0600		Ar KUALA LUMPUR	Lv	0200
	0700	Ar IPOH	--	
	0730	Lv IPOH	--	
	0810	Ar PENANG	--	

MARITIME CENTRAL AIRWAYS (MAR)

25	DC-3 C-46 DC-4	
4		
1000	Lv MONCTON	
	Ar STEPHENVILLE	
	Lv STEPHENVILLE	
1330	Ar GOOSE BAY	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT (4)	782 ALT (4)	784 ALT (6)	DC-3		785 (6)
			Read Down	Read Up	
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOOM	Lv	
		1120	Lv WITTENOOM	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720	616	618	770	771	DC-4		771	775	615	721	617
3	3	5	(6)	7	Read Down	Read Up	6	7	1	3	3
	0400	0400			Lv LONDON .. Ar				0945		0945
	0920	0920			Ar ROME Lv				0400		0400
	1020	1020			Lv ROME ..... Ar				0300		0300
	1510	1510			Ar ATHENS .. Lv				2		4
	1610	1610			Lv ATHENS .. Ar						
	2000	2000			Ar BEIRUT .. Lv				2100		2100
0200			0200	0001	Lv BEIRUT .. Ar		1145	1530		1330	
					Ar BAGHDAD . Lv					1130	
					BAGHDAD . Ar					1030	
0715			0715		Ar KUWAIT .. Lv		0830			0830	
				0830	Ar DHAHRAN . Lv						
				0930	Lv DHAHRAN . Ar						
				0945	Ar DOHA Lv						
				1015	Lv DOHA ..... Ar						
				1100	Ar BAHRAIN .. Lv			1200			

NATIONAL AIRLINES, INC.

98 # EX (6) (7)	1049-H CONSTELLATION STAR AIRFREIGHTER		99 # EX (7) (1)
1900	Lv MIAMI	Ar	0800
1955	Ar ORLANDO	Lv	
2040	Lv ORLANDO	Ar	
0045	Ar PHILADELPHIA	Lv	
0130	Lv PHILADELPHIA	Ar	
0206	Ar NEW YORK (IDL) ..	Lv	0440

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NORTHWEST AIRLINES (NW)

525 DC-4 #Ex. ⑦①	527 DC-6B #Ex. ⑥	529 DC-4 #Ex. ①	DC-6B DC-4	530 DC-4 #Ex. ⑦	528 DC-6B #Ex. ⑥	526 DC-4 #Ex. ⑥⑦
1015	2330	0130	Lv NEW YORK (IDL....Ar	1654	1845	0630
1213	0050	0328	Ar DETROIT (DTW)....Lv	|	1530	0245
1300	0115	0430	Lv DETROIT.....Ar	|	1505	0132
|	|	0600	Ar CHICAGO (MDW)....Lv	1220	|	|
|	|	0730	Lv CHICAGO.....Ar	1120	|	|
1430	0230	|	Ar MILWAUKEE.....Lv	|	1400	0010
1515	0310	|	Lv MILWAUKEE.....Ar	|	1335	2309
|	|	|	Ar MADISON.....Lv	|	1305	|
|	|	|	Lv MADISON.....Ar	|	1250	|
1703	0439	0934	Ar MINNEAPOLIS.....Lv	0930	1145	2130
|	|	1125	Lv MINNEAPOLIS.....Ar	0804	|	|
|	|	1450	Ar SPOKANE.....Lv	|	|	|
|	|	1520	Lv SPOKANE.....Ar	|	|	|
|	|	|	Ar PORTLAND.....Lv	2215	|	|
|	|	|	|	2130	|	|
|	|	1655	Ar SEATTLE.....Lv	2030	|	|
|	|	|	Lv SEATTLE.....Ar	|	|	|
|	|	|	Ar ANCHORAGE.....Lv	|	|	|

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	DC-6B Read Down	Read Up	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
2000	2000	2000	2000	2000	Lv SEATTLE.....	Ar	0110	0110	0110	0110	0110
2350	2350	2350	2350	2350	Ar ANCHORAGE.....	Lv	|	|	|	|	|
0050	0050	0050	0050	0050	Lv ANCHORAGE.....	Ar	|	|	|	|	|
1055	1055	1055	1055	1055	Ar TOKYO.....	Lv	2345	2345	2345	2345	2345
⑤	④	②	①	⑦							

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down	Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
|	2340	|	|	|	|	Lv PORTLAND.....	Ar	|	|	|	|	2250	|
|	0030	|	|	|	|	Ar SEATTLE - TAKOMA.....	Lv	|	|	|	|	2200	|
0120	|	0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....	Ar	1715	1715	1715	2125	|	0500
|	|	|	1010	1010	1010	Ar KETCHIKAN (Annette Is.).....	Lv	1445	1445	1445	|	|	|
|	|	|	1155	1155	1155	Ar JUNEAU.....	Lv	1300	1300	1300	|	|	|
|	|	|	1300	↓	|	Ar YAKUTAT.....	Lv	↑	F ↑	1000	|	|	①②③
|	|	|	1330	1240	|	Ar CORDOVA.....	Lv	0820	0820	↑	|	|	④⑤⑥
0500	|	1210	1450	1400	1320	Ar ANCHORAGE.....	Lv	0700	0700	0700	1400	|	2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

619 DC-6A # Ex. ⑥⑦	678 DC-6A # Ex. ⑥⑦	162 DC-6A ⑦	160 DC-7F ④	160 DC-7F ③	160 DC-7F ⑦② ④	160 DC-7F ⑥		161 DC-7F ③④ ⑤⑥	679 DC-6A # Ex. ⑥⑦	618 DC-6A # Ex. ⑥⑦	163 DC-6A ⑦	163 DC-7F ①	161 DC-7F ⑦
|	|	|	0300	0300	0300	0300	Lv New York..Ar	0930	|	|	0425	1110
|	|	|	1820	1820	1820	1820	Ar SHANNON...Lv	|	|	|	2115	0400
|	|	0400	1905	1905	1905	1905	Lv SHANNON...Ar	|	|	0100	2035	0315
|	|	0635	|	|	|	|	Ar PARIS.....Lv	|	|	2200	1800	|
|	|	|	2045	2045	2045	2045	Ar LONDON....Lv	0130	|	|	|	0130
|	|	|	2330	2330	2330	2330	Lv LONDON....Ar	2340	|	|	|	2340
|	|	|	|	2325	|	2325	Ar AMSTERDAM.Lv	2220	|	|	|	2220
|	|	|	|	|	|	|	Lv AMSTERDAM.Ar	2150	|	|	|	2150
|	|	|	0125	0125	0125	0125	Ar FRANKFURT.Lv	2030	|	|	|	2030
|	0020	|	0800	0800	0800	|	Lv FRANKFURT.Ar	1915	2220	|	|	|	1915
|	|	|	|	|	|	|	HAMBURG...	|	|	|	|	|	|
|	|	|	0845	0845	0845	|	Ar STUTTGART.Lv	1830	|	|	|	1830
|	|	|	0940	0940	0940	|	Lv STUTTGART.Ar	1750	|	|	|	1750
|	|	|	1030	1030	1030	|	Ar MUNICH....Lv	1700	|	|	|	1700
|	0140	|	0900	0900	0900	0900	Ar BERLIN....Lv	1750	2100 ←	|	|	|	1750
1600	|	|	|	|	|	|	Lv BERLIN....Ar	|	|	1920	|	|	|
1655	|	|	|	|	|	|	Ar HAMBURG...Lv	|	|	1830	|	|	|

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	EASTBOUND	WESTBOUND	Minimum Trans-Atlantic Load	Minimum Load To/from Gander
BOSTON	Lv #Ex Mo 0455	Ar We Th Fr Sa 0920 Su 1035 Mo 0345	400 kg	--
GANDER	Ar #Ex Mo 0840	Lv We Th Fr Sa 0830 Su 0930 Mo 0235	--	1000 kg
SHANNON		Lv We Th Fr Sa 0400	400 kg	--
BRUSSELS	Ar #Ex Tu 0050		400 kg	--
AMSTERDAM	Ar #Ex Tu 0050		400 kg	--
DUSSELDORF	Ar #Ex Tu 0100		400 kg	--
VIENNA	Ar #Ex Su Tu 1220	Lv #Ex Su Mo 1500	800 kg	--
DETROIT	Lv Mo Tu 2300		5000 kg	--

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	393 ②	DC-6A Read Down	Read Up	392 ⑥	393 ⑥
2359	|	Lv MIAMI.....	Ar	|	1730
0430	|	Ar PANAMA CITY...Lv		|	1300
0700	|	Lv PANAMA CITY...Ar		|	1130
1245	|	Ar LIMA.....Lv		|	0600
0600	0600	Lv LIMA.....Ar		1640	1640
0945	0945	Ar LA PAZ.....Lv		1500	1500

PAA-U.S.A.-PACIFIC

879 ②④ ⑥	DC-7F Read Down	Read Up	878 ⑥	878 ②④
2300	Lv SAN FRANCISCO.Ar		1025	0715
|	LOS ANGELES...Lv		0845	↑
|	LOS ANGELES...Ar		0745	|
0430	Ar HONOLULU.....Lv		1945	1945
0800	Lv HONOLULU.....Ar		1820	1820
1925	Ar TOKYO.....Lv		0100	0100

PAA

U.S.A.-LATIN AMERICA

323 # EX ⑦①	303 ⑥	353 # EX ⑤④	301 ③⑤④⑥	339 # EX ⑤	C-54 Read Down / Read Up	302 ②③④⑤	302 ①②④	304 ②	340 ⑦②④⑤	342 ⑥	324 ①	354 # EX ③④⑤	322 ③⑤⑥	344 ④⑤⑥
			0045		Lv NEW YORK....Ar	0650	0650							
2330	1100	0530		2130	Lv MIAMI....Ar			1445	1220	1850	1200	1305	1220	0120
|		0835	|	|	|	|	|	|	|	|	1000	f	|
0535	|	|	0830	|	Ar KINGSTON....Lv	|	|	|	|	|	|	f	|
|	|	|	|	|	Ar PORT AU PRINCE....Lv	|	|	|	|	|	|	0745	|
0745	|	|	|	|	Ar SAN JUAN....Lv	2300 ①	2300 ③	|	|	|	|	|	|
|	1820	|	0945	|	Lv SAN JUAN....Ar	2230	0930	|	|	|	1830	|	|
1100	1900	|	1145	0450	Ar CARACAS....Lv	1930	0630	f	0630	0600	|	|	|	1930
	|	|	|	|	Lv CARACAS....Ar	|	|	f	|	|	0600	|	|
	|	|	|	|	Ar PORT OF SPAIN....Lv	|	|	f	|	|	|	|	|
	|	|	|	|	Ar GEORGETOWN....Lv	|	|	f	|	|	|	|	|
	|	|	|	|	Ar PARAMARIBO....Lv	|	|	f	|	|	|	|	|
	|	|	|	|	Ar CAYENNE....Lv	|	|	f	|	|	|	|	|
	|	|	|	|	Ar BELEM....Lv	|	|	0300	|	|	|	|	|
	|	|	|	|	Lv BELEM....Ar	|	|	0205	|	|	|	|	|
	|	|	|	|	Ar RIO DE JANEIRO....Lv	|	|	1845	|	|	|	|	|
	|	|	|	|	Lv RIO DE JANEIRO....Ar	|	|	1715	|	|	|	|	|
	|	|	|	|	Ar SAO PAULO....Lv	|	|	f	|	|	|	|	|
	|	|	|	|	Ar MONTEVIDEO....Lv	|	|	f	|	|	|	|	|
	0440	|	|	|	Ar BUENOS AIRES....Lv	|	|	1115	|	|	|	|	|
	0530	|	|	|		|	|	|	|	|	|	|	|
	1245	|	|	|		|	|	|	|	|	|	|	|
	1345	|	|	|		|	|	|	|	|	|	|	|
	f	|	|	|		|	|	|	|	|	|	|	|
	f	|	|	|		|	|	|	|	|	|	|	|
	2020	Flagstops to Montego Bay	|	|		|	|	|	|	|	|	|	|	|

(PAA)

385 DC-7F ⑤	371 ③⑦	363 ④	365 DC-7F ⑥	355 ①④	393 DC-6A ⑦	383 ④	361 ②⑥	375 ⑥	C-54	374 ⑦⑤	374 ④	372 ②	372 ⑥	384 ③	362 ④	362 ⑤	362 DC-7F ⑦	352 ⑦①②	364 ④	392 DC-6A ⑥	386 DC-7F ⑥	312 ③
2330									Lv SAN FRANCISCO..Ar												1905	
0100									Ar LOS ANGELES....Lv												1630	
0300									Lv LOS ANGELES....Ar												1500	
|	0730								Lv NEW ORLEANS....Ar			1705	1715									
0855	0910								Ar HOUSTON....Lv													
1000	1030					0715			Lv HOUSTON....Ar					1435								
|	|	0530	0500	2230	0200	|	0315	Lv MIAMI....Ar					|	1845	1900	2015	0035	1745	1405		1515
|	|	0645	|	|	|	|	|	Ar HAVANA....Lv					|	|	|	|	|	|		1400
|	|	0815	|	|	|	|	|	Lv HAVANA....Ar					|	|	|	|	|	|		
|	|	|	|	|	1100	|	|	Ar MEXICO, D.C....Lv					1115	|	|	|	|	|		
|	|	|	|	|	1200	|	|	Lv MEXICO, D.C....Ar					1015	|	|	|	|	|		
1410	1600	|	0715	|	|	1520	0715	Ar GUATEMALA....Lv				1230	0700	|	1300	1600	|	|	| 0815		
1700	0815	①	|	|	|	1620	0815	Lv GUATEMALA....Ar	0920				0920								
|	|	1230	|	|	|	|	0900	Ar SAN SALVADOR...Lv	f		1200		f	1400				1200			
|	|	|	|	|	|	|	|	1000	Lv SAN SALVADOR...Ar	f	1100			f								
|	|	|	|	|	|	|	|	|	Ar TEGUCIGALPA....Lv	f	f			f							
|	|	|	|	|	|	|	|	|	Lv TEGUCIGALPA....Ar	f	f			f							
|	|	|	|	|	|	|	|	|	Ar MANAGUA....Lv	f	f			f							
|	|	|	|	|	|	|	|	|	Lv MANAGUA....Ar	f	f			f							
|	|	|	|	|	|	|	|	|	Ar SAN JOSE....Lv	f	f			f				1900			
|	|	|	|	|	|	|	|	|	Lv SAN JOSE....Ar	f	f			f			339	|			
2215	1530	|	|	0405	0605	2130	|	1530	Ar PANAMA CITY....Lv	0600	0800			0600			|	|	1000		
|	|	|	|	|	PG393	|	|	|	|	|	|	|	|	|	|	|	|	PG392		
1100	|	|	|	|	0630	1100	|	|	Lv PANAMA CITY....Ar	|	|	|	|	|	|	1600	|	|	0840		
1700	|	|	|	|	|	1700	|	|	Ar CARACAS....Lv	|	|	|	|	|	|	1100	|	|	|		
|	|	|	|	|	1340	|	|	|	Ar LIMA....Lv	|	|	|	|	|	|	|	|	0330		

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C ③	BA/EM* 778 SC ⑤	BA 978 C ⑦	EM** 978 SC ②	AI 162 DC-6A ⑥	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A ⑦	EM** 979 SC ⑦	BA 979 C ③	BA/EM* 779 SC ②	BA 777 SC ⑦
2200	2230	0600		0600	Lv LONDON....Ar	1930		2220	1800	2015
|	⑥	0735	|	|	Ar DUSSELDORF....Lv	|	|	2035	|	|
2359	0040	|	|	0810	Ar FRANKFURT....Lv	|	|	|	|	1805
|	|	|	|	1145	Ar ROME....Lv	1515	|	|	|	|
|	0320	1030	|	|	Ar GENEVA....Lv	|	|	|	|	|
④	|	|	|	|	Ar ZURICH....Lv	|	|	1745	1530	|
1000	|	2040	|	1950	Ar BEIRUT....Lv	0845	|	0915	|	0915
|	|	①	|	⑦		②	|	④	|	①
1750	1420	0430	|	0310	Ar BAHRAIN....Lv	0510	|	0505	0900	0505
|	⑦	|	|	|	Ar DAMASCUS....Lv	|	|	|	④	|
|	0120	|	|	|	Ar KARACHI....Lv	|	|	|	0115	|
⑤	|	|	|	|		|	|	|	|	|
0405	|	1445	|	|	Ar DELHI....Lv	2210	|	2130	1930	2130
|	0905	|	|	|		①	|	|	|	|
|	|	|	|	|	Ar CALCUTTA....Lv	0700	|	|	1510	|
|	|	|	|	1125		⑦	|	|	|	|
|	|	2320	|	|	Ar BOMBAY....Lv	1225	|	|	|	|
1420	1550	|	|	|	Ar RANGOON....Lv	|	|	1400	|	|
|	|	②	|	|	Ar BANGKOK....Lv	|	|	|	1140	1320
|	|	0915	|	|		|	|	③	|	|
|	|	|	1415	|	Ar HONGKONG....Lv	|	|	0900	|	|
|	|	|	1620	|	Lv HONGKONG....Ar	|	1600	|	|	|
|	|	|	|	|	Ar MANILA....Lv	|	|	|	|	⑦
2010	2135	|	|	|	|	Ar SINGAPORE....Lv	|	|	|	0730	0830
|	①	|	|	|	|	|	|	|	③	|
|	0205	|	|	|	Ar DJAKARTA....Lv	|	|	|	0300	|
|	|	|	③	|	|	|	①	|	|	|
|	1215	|	0330	|	Ar DARWIN....Lv	|	0530	|	2115	|
|	|	|	|	|	|	|	⑦	|	②	|
|	2115	|	1245	|	Ar SYDNEY....Lv	|	2100	|	1245	|

*This flight operated jointly by BOAC and QEA.
**This aircraft not fitted with cargo doors.

REAL-AEROVIAS-NACIONAL

C-1708 ①④ ⑥	C-1706 ②⑤ ⑦	C-1704 ⑦	C-1702 ③⑥	C-1700 ②⑤	Read Down	Read Up	C-1701 ③⑥	C-1703 ④⑦	C-1705 ①	C-1707 ②⑤ ⑦	C-1709 ①④ ⑥
1200	0600	0500	0600	0600	Lv SAO PAULO	Ar	1645	1345	1520	1830	1815
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO	Lv	↑	↑	1400	↑	↑
1430		0600			Lv RIO DE JANEIRO	Ar			1300		
1545	0745	↓	0745	0745	Ar BELO HORIZONTE	Lv	1500	1200	↑		1630
	0830		0830	0830	Lv BELO HORIZONTE	Ar	1420	1120			
	↓		↓	↓	Ar CARAVELAS	Lv	↑	↑			
					Lv CARAVELAS	Ar					
	1150	1200	1150	1150	Ar SALVADOR	Lv	1100	0800	0900	1330	
		1330	1245	1245	Lv SALVADOR	Ar	1010	0710	0805		
		↓	↓	↓	Ar MACEIO	Lv	↑	0500	0630		
					Lv MACEIO	Ar			0545		
		1540	1455	1455	Ar RECIFE	Lv	0800		0500		
				1600	Lv RECIFE	Ar	0715				
				1815	Ar FORTALEZA	Lv	0500				
				0500	Lv FORTALEZA	Ar	1715				
				0700	Ar SAO LUIZ	Lv	1445				
				0830	Lv SAO LUIZ	Ar	1400				
				1030	Ar BELEM	Lv	1200				

C-1300 ⑦	Read Down	Read Up	C-1801 ④
0600	Lv SAO PAULO	Ar	1600
0900	Ar GOIANIA	Lv	1300
0945	Lv GOIANIA	Ar	1200
1315	Ar CAROLINA	Lv	0830
1415	Lv CAROLINA	Ar	0720
1625	Ar BELEM	Lv	0500
0500	Lv BELEM	Ar	1430
↓	Ar PARAMARIBO	Lv	1115
	Lv PARAMARIBO	Ar	1015
1130	Ar PORT OF SPAIN	Lv	0730
1300	Lv PORT OF SPAIN	Ar	1630
1630	Ar SAN JUAN	Lv	1300
0830	Lv SAN JUAN	Ar	1200
↓	Ar PORT AU PRINCE	Lv	0900
	Lv PORT AU PRINCE	Ar	0730
1400	Ar MIAMI	Lv	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④	Read Down	Read Up	C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO	Ar	1915	1910	1350	1000
↓	0910	0910	1510	Ar CAMPO GRANDE	Lv	↑	1600	1040	↑
		1040	0800	Lv CAMPO GRANDE	Ar		1520		
		1200	↓	Ar CORUMBA	Lv	1445	1400		
			1000	Lv CORUMBA	Ar	1345			
			↓	Ar CUIABA	Lv	1215			
				Lv CUIABA	Ar	1130			
			1615	Ar MAMAUS	Lv	0600			
1500				Ar PORTO ALEGRE	Lv				0700

C-1600 ①⑤	Read Down	Read Up	C-1601 ②⑥
0600	Lv SAO PAULO	Ar	1600
0900	Ar GOIANIA	Lv	1300
0945	Lv GOIANIA	Ar	1200
1315	Ar CAROLINA	Lv	0830
1415	Lv CAROLINA	Ar	0720
1625	Ar BELEM	Lv	0500

RIDDLE AIRLINES (RD)

601 # Ex. ⑦①	301 #	451 # Ex. ⑦①	401 # Ex. ⑥	207 # Ex. ⑦①	205 #	C-46	302 #	204 #	208 # Ex. ⑥⑦	402 # Ex. ⑥	452 # Ex. ⑦⑥	600 # Ex. ⑥⑦
2300				0200	2350	Lv NEW YORK Ar		0547	0541			0700
				0307		Ar PHILADELPHIA Lv			0457			
				0352		Lv PHILADELPHIA Ar			0412			
			2300			Lv CHICAGO Ar				0457		
		0200				Lv DETROIT Ar					0647	
						Ar CLEVELAND Lv					0700	
						Lv CLEVELAND Ar					0615	
		0355	0215			Ar ATLANTA Lv				0135	0202	
		0435	0315			Lv ATLANTA Ar				0035	0117	
		0650		0740		Ar ORLANDO Lv			2225	2215		
		0730		0915		Lv ORLANDO Ar			2040	2115		
				0955		Ar TAMPA Lv			2000			
		1000			0420	Ar WEST PALM BEACH Lv						
		1040			0450	Lv WEST PALM BEACH Ar						
		1205	0632		0528	Ar MIAMI Lv		2300		2000	2200	
	2200					Lv MIAMI Ar	1135					
0655	0415					Ar SAN JUAN Lv	0720					2300

RUTAS AEREAS NACIONALES (RANSA)

③			①	④	②	⑤	⑦	Read Down C-46; C-47 Read Up	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas Lv				1200					
									-- BARCELONA, Muntadas Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes --				↑					
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes --									
F	F	F		F	F	F	F	F	-- ARUBA --									
↓	↓	↓	0545	↓	↓	↓	↓	↓	Ar MARACAIBO, Gr. De Oro Lv						0800			
									-- MARACAIBO, Gr. De Oro I --									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia Lv	1000	1145	1430	1000	1145		1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

BEF 37 VISC ②⑤⑦	SN205 DC-3/C-47 ②③④⑤	BEF 37 AVRO ⑤	BEF 37 VISC ②⑤⑦	SN205 DC-3/C-47 ②③④⑤	LONDON	SN206 DC-3/C-47 ⑤	BEF 36 VISC ②⑤⑦	SN206 DC-3/C-47 ③④⑥	SN206 DC-3/C-47 ⑤	BEF 36 VISC ②⑤⑥	SN206 DC-3/C-47 ③④⑥
0540	2200	0540	0640	2200	Lv BRUSSELS.....Ar	0310	0310	0355	0410	0410	0455
0650	2359	0705	0650	2300	Ar LONDON.....Lv	0120	0205	0205	0120	0205	0205

SN213 DC-3/C-47 ①	SN209 DC-3/C-47 ①④	SN211 DC-3/C-47 ⑥	SN207 DC-3/C-47 ②③⑥	DUSSELDORF-NUREMBERG-STUTTGART-VIENNA	SN214 DC-3/C-47 ②	SN210 DC-3/C-47 ①④	SN212 DC-3/C-47 ⑥	SN208 DC-3/C-47 ②③⑤
0615	1520	1145	1325	Lv BRUSSELS.....Ar	1905	2035	1905	2035
				Ar COLOGNE.....Lv		1920		1920
	1630			Lv COLOGNE.....Ar		1840		1845
0835				Ar DUSSELDORF.....Lv	1800	1800	1800	
0905				Lv DUSSELDORF.....Ar	1730		1730	
				Ar NUREMBERG.....Lv	1530			
				Lv NUREMBERG.....Ar	1500			
		1400	1540	Ar STUTTGART.....Lv			1530	
1140				Ar VIENNA.....Lv	1240			1710

SN101 DC-3/C-47 # EX ⑦	SN247 DC-3/C-47 ①③⑤	PARIS-MILAN	SN248 DC-3/C-47 ②④⑥	SN102 DC-3/C-47 # EX ①
2110	1505	Lv BRUSSELS.....Ar	0345	0100
2245		Ar PARIS.....Lv		2335
	2030	Ar MILAN.....Lv	2200	

SN104 DC-3/C-47 # EX ①⑦	KL005 DC-3 # EX ①⑦	AMSTERDAM-COPENHAGEN	KL006 DC-3 # EX ⑥⑦	SN103 DC-3 # EX ①⑦
0145		Lv BRUSSELS.....Ar		0445
0250		Ar AMSTERDAM.....Lv		0345
	0350	Lv AMSTERDAM.....Ar	0245	
	0635	Ar COPENHAGEN.....Lv	2350	

PS201 DC-4 C ②	PS203 DC-4 C ④	PS205 DC-4 C ⑥	PS211 DC-6A C ⑥	BASEL-BEIRUT-TEHERAN	PS210 DC-6A C ①	PS202 DC-4 C ②	PS204 DC-4 C ⑤	PS206 DC-4 C ⑥
	1300		1320	Lv BRUSSELS.....Ar	2010	1200		
	1445		1505	Ar BASEL.....Lv	1825	1000		
	1800		1725	Lv BASEL.....Ar	1605	0800		
	0020			Ar ATHENS.....Lv		0310		
	0105			Lv ATHENS.....Ar		0225		
			2335	Ar ISTANBUL.....Lv	1130			
			0020	Lv ISTANBUL.....Ar	1045			
	0440			Ar BEIRUT.....Lv		2230		
	X					X		
0530	0600	0730		Lv ABADAN.....Ar		2105	2125	1930
	1210			Ar ABADAN.....Lv		1750		
	1310			Lv TEHERAN.....Ar		1650		
1130	1530	1330	0700	Ar TEHERAN.....Lv	0630	1430	1800	1605

X - Optional Technical Landing.

SN220 ①	SN222 ④	AFRICAN FREIGHTER SERVICE DC-4	SN221 ②	SN225 ⑤
	0600	Ar LEOPOLDVILLE.....Lv		1335
1000		Ar LULUABOURG.....Lv	1030	
1145		Ar KINDU.....Lv		
1230		Lv KINDU.....Ar	X	
1400	1230	Ar USUMBURA.....Lv	0700	0950
	1430	Lv USUMBURA.....Ar		0850
	1450	Ar GOMA.....Lv		0800

X - Optional Landing.

UMI

SAM AIRLINES

999 ⑤	888 ⑤	C-46 Read Down	Read Up	887 ③	998 ④
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		↑
0900		Lv SAN ANDRES	Ar		↑
1115		Ar CARTAGENA	Lv		↑
1200	1145	Lv CARTAGENA	Ar	1445	↑
↓	1215	Ar BARRANQUILLA	Lv	1415	1400
↓		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③				↑
		Ar MEDELLIN	Lv	1130	↑
1450	0600	Lv MEDELLIN	Ar	1030	↑
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	Read Up	005 ② ③④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

200 ⊙ ⑥	204 * ⑤	102 ⊙ ③	200 * ②③	200 * ⑦④	104 ⊙ ②	104 ⊙ ⑦①③④	100 * ①	100 * # Ex ①	* Constellation ⊙ DC-4 ‡ C-47	101 ‡ ① ④⑤	105 ⊙ ①② ④⑤	101 ‡ ②	101 ‡ ③	105 ⊙ ③	103 ⊙ ④	101 ‡ ⑥	103 ⊙ ⑥	105 * ⑥
	1000		1200	0800			0600	0330	Lv NEW YORK...Ar	1255		1255	1255			1255		1245
	0215			f0015			2215	1945	Ar SHANNON...Lv	0440		0440	0440					0430
0330	0315	2000		f0115	0230	0230	2315	2100	Lv SHANNON...Ar	0335	0030	0335	0335	0030	0225		0215	0330
		2140							Ar GLASGOW...Lv				0225		0045	0400		
0530			0550				0100	2240	Ar LONDON...Lv	0145		0145	0030			0130		
0625			0645				0155	2335	Lv LONDON...Ar	0045		0045	2330			0030		
		0040							Ar AMSTERDAM...Lv			2340			2145			
		0155							Ar HANOVER...Lv						2005		1930	
		0300							Ar HAMBURG...Lv						1900		2100	
							0255	0035	Ar BRUSSELS...Lv	2335								
									Ar DUSSELDORF..Lv	2255		2255				2255		
									Ar COLOGNE...Lv	2245								
0900			0900	0630			0420	0159	Ar FRANKFURT...Lv	2155		2155	2155			2155		
							‡	‡		*		*	*			*		
							1400	0600	Lv FRANKFURT...Ar	2120		2120	2120			2120		
							1455	0655	Lv NUREMBERG...Ar	f2025		2025	f2025			2025		
							1600	0800	Lv MUNICH...Ar	1920		1920	1920			1920		
							1705	f0905	Ar STUTTGART...Lv	f1815		1815	1815			1815		
	0545				0545	0545			Ar PARIS...Lv		2100			2100				0100
	0645				0645				Lv PARIS...Ar					2000				2330
					1000				Ar GENEVA...Lv									
					f1120				Ar BASLE...Lv					1900				2245
	0815				1100				Ar ZURICH...Lv					1800				2200

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑥	DC-6A Read Down	Read Up	792 ⑤	790 ⑦	705 DC-3 ② ③④ ⑤⑥
	2200	0130	Lv NEW YORK	Ar	0850	2200	
	↓	↓	Ar MANCHESTER	Lv	2225	1135	
			Lv MANCHESTER	Ar	2135	1045	
	1800		Ar BASLE	Lv	1950	0900	
	↓	↓	Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv	↑	↑	
		2115	Lv GENEVA	Ar			
	1900	2205	Ar ZURICH	Lv	1850	0800	
			Lv ZURICH	Ar		2325	
			Ar GENEVA	Lv		2235	
2310			Lv ZURICH	Ar			0715
2350			Ar BASLE/MULHOUSE	Lv			0640
0020			Lv BASLE/MULHOUSE	Ar			0610
0300			Ar AMSTERDAM	Lv			0340
			Ar STUTTGART	Lv			

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES (SA)

525 ②⑤	801 ⑥	801 ③⑤	801 ②④	801 ①	DC-4 Read Down	Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	↓				Lv MEXICO	Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030				Ar BELIZE	Lv			1715		↑	↑	↑
	1100				Lv BELIZE	Ar			1700				
1025	1225	1145	0930	1130	Ar GUATEMALA	Lv	1535		1535				1535
1110	1315	1245	1020	1230	Lv GUATEMALA	Ar	1505		1505				1505
1155	1400	1330	1105	1315	Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv SAN SALVADOR	Ar	1400		1400				1400
			1315		Ar TEGUCIGALPA	Lv	1315		1315				1315
			1340		Lv TEGUCIGALPA	Ar	1300		1300				1300
			1435		Ar MANAGUA	Lv	1205		1205				1205
			1500		Lv MANAGUA	Ar	1145		1145				1145
			1610		Ar SAN JOSE	Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1931 DC-3 ②	1915 DC-3 ④	1915 DC-3 ③	1921 DC-3 ③	1909 DC-4 ⑤	1919 DC-4 ⑥	1917 DC-3 ④⑥	1913 DC-4 ④	1911 DC-4 ②③	1911 DC-3 ①⑤		1912 DC-3 ①	1912 DC-3 ⑤	1912 DC-4 ②④	1912 DC-4 ③	1918 DC-3 ④⑤	1920 DC-4 ⑥	1910 DC-4 ⑤	1922 DC-3 ③	1916 DC-3 ③④	1932 DC-3 ②
1930	1340	1340	0745	0500	0150	0120	0220	0120	0120	Lv MELBOURNE Ar	1015	0925	1120	1025	0705	0955	1435	1330	2105	0225
										Ar SMITHTON Lv	0840		0945				1300	1155		
	1515									Lv SMITHTON Ar	0800		0755				1115			
	1600									Ar WYNYARD Lv										
										Lv WYNYARD Ar										
										Ar DEVENPORT Lv										
										Lv DEVENPORT Ar										
2130		1540	0940	0640		0320		0300	0320	Ar LAUNCESTON Lv				0840		0810				
2200		1640		0750				0350	0345	Lv LAUNCESTON Ar				0640		0610				
2245	1710	1725		0830	0400		0430	0430	0430	Ar HOBART Lv	0635	0545	0630	0600	0500	0530	1000	1020	1825	2345

1948 DC-3 ③⑥	1906 DC-3 ② ④⑥	1902 DC-4 ③④	1902 DC-3 ① ②⑤		1901 DC-3 ① ②③	1901 DC-4 ④⑤	1905 DC-3 ③ ⑤⑦	1949 DC-3 ③⑥
0530		2230	2230	Lv MELBOURNE Ar	0315	0225		1200
		0055	0120	Ar SYDNEY Lv	0010	2350		
		0225	0230	Lv SYDNEY Ar	2255	2220		
		0500	0525	Ar BRISBANE Lv	1945	1945		
	0500			Lv BRISBANE Ar			1305	
	0720			Ar ROCKHAMPTON Lv				
	0750			Lv ROCKHAMPTON Ar				
	0905			Ar McKAY Lv				
	0935			Lv McKAY Ar				
	1100			Ar TOWNSVILLE Lv			0830	
0750				Ar ADELAIDE Lv				0850

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
↓	-- CALGARY	Lv	0150
↓	-- CALGARY	Ar	0120
0730	Ar EDMONTON	--	↑
0800	Lv EDMONTON	--	
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS WORLD AIRLINES (TW)

DOMESTIC

599 #Ex. ⑤⑦	595 #Ex. ⑤⑦	L-1049H	598 #Ex. ⑥⑦	592
2300	2345	Lv NEW YORK (IDL) Ar	1142	1218
	0032	Ar PHILADELPHIA Lv		
	0135	Lv PHILADELPHIA Ar		
		PITTSBURGH Lv		1040
		PITTSBURGH Ar		0957
0124		Ar CHICAGO Lv	0750	
0230		Lv CHICAGO Ar	0648	
	0314	Ar INDIANAPOLIS Lv		
	0415	Lv INDIANAPOLIS Ar		
	0522	Ar ST. LOUIS Lv		0645
	0625	Lv ST. LOUIS Ar		0547
	0636	Ar KANSAS CITY Lv		0340
	0740	Lv KANSAS CITY Ar		0241
0721		Ar LOS ANGELES Lv	2230	
	1251	Ar SAN FRANCISCO Lv		2000

TW INTERNATIONAL

970 ⑥	980 ②④	L-1049H Read Down	Read Up	981 ⑥	971 ②	981 ③
0130	0130	Lv NEW YORK (IDL)	Ar	1255	1140	1255
0725	0725	Ar GANDER	Lv	0930	0815	0930
0810	0810	Lv GANDER	Ar	0850	0735	0850
1840	1840	Ar SHANNON	Lv	0400	0245	0400
1925	1925	Lv SHANNON	Ar	0315	0200	0315
↓	↓	Ar LONDON	Lv		↑	↑
		Lv LONDON	Ar			
2230		Ar FRANKFURT	Lv		2230	
0030	↓	Lv FRANKFURT	Ar		2105	
↓	2150	Ar PARIS	Lv	0040	↑	0040
	0015	Lv PARIS	Ar	2310		2310
	0135	Ar GENEVA	Lv	2150		2150
	0230	Lv GENEVA	Ar	2050		2050
0135		Ar ZURICH	Lv	2000	2000	
0230		Lv ZURICH	Ar	1845	1845	↑
↓		Ar MILAN	Lv	1740	1740	1940
		Lv MILAN	Ar	1610	1610	1810
0435	0435	Ar ROME	Lv	1430	1430	1630

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

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WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE	Lv		1450			1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

41 CVR #Ex. ⑦①		67 ⑦	67 #Ex. ⑥⑦	63 #Ex. ⑥⑦	59 #Ex. ⑦①	71 DC-7A #Ex. ⑥⑦	65 #Ex. ⑥⑦	61 #Ex. ⑥⑦	DC-6A	53 #	70 DC-7A ⑦	70 DC-7A #Ex. ⑤⑥⑦	60 #Ex. ⑥⑦	60 ⑥	64 #Ex. ⑥⑦	68 #Ex. ⑥⑦	62 #Ex. ⑥⑦	56 #Ex. ⑦①	40 CVR #Ex. ⑦①	66 #Ex. ⑦①
			2200						Lv BOSTON							0932				
		0748	2243						Ar HARTFORD/SPRINGFIELD							0850				
									Lv											
		0930	0010						Lv HARTFORD/SPRINGFIELD							0743				
					0140				Ar									0450		
									Lv NEW YORK (LGA)							0655				
		0700				2340	1825		Ar NEW YORK (IDL)			0920	1300	1320		0527				
0110				2215				2300	Lv NEWARK		1742						1722		0600	0635
				2259			1920		Ar PHILADELPHIA		1700					0445	1640			
				0030			2050		Lv PHILADELPHIA		1608					0345	1540			
0330			0227				2242		Ar CLEVELAND		1440					0210			0400	0650
			0325				0001		Lv CLEVELAND		1352					0057				0602
				0150					Ar DETROIT								1340			
				0300					Lv DETROIT								1138			
		1205	0400	0411	0400	0145	0036	0117	Ar CHICAGO (MDW)		1130		0905	0925		2230	1030	0100		0335
		1530	0555	0610		0255		0300	Lv CHICAGO (MDW)		0945		0755	0815	1416		0840			
									Ar CHICAGO (ORD)			0535								
									Lv CHICAGO (ORD)			0425								
									Ar OMAHA						1130					
									Lv OMAHA						1039					
		1725	0750						Ar DENVER					0255			0320			
		1825	0905						Lv DENVER					0208			0220			
				0930					Ar SALT LAKE CITY						0630					
				1030					Lv SALT LAKE CITY						0530					
			1250					0810	Ar LOS ANGELES (INTL)				2330	2240						
			1450						Lv LOS ANGELES (INTL)											
									Ar OAKLAND	0639										
		2240	1625			0750			Ar SAN FRANCISCO	0620	0130	2010			0300		2230			
		0100							Lv SAN FRANCISCO						0157					
		0242							Ar LOS ANGELES (INTL)											
									Ar PORTLAND						2230					
									Lv PORTLAND						2150					
									Ar SEATTLE						2100					

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 DC-6 NORD 2.502 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		0040
1610	1620				Ar NICE	Lv		0755		
	1825				Lv NICE	Ar		0655		
	1910				Ar TRIPOLI	Lv				1850
0005					Lv TRIPOLI	Ar		2225		1750
0105	⑤				Ar PORT-LAMY	Lv				
0730	0320							2110	1800	0930
	0430		0600	0600	Lv FORT-LAMY	Ar			1635	
					-- MOUNDOU	Lv			1555	
			0800	0800	-- MOUNDOU	Ar				
		0615	0850	0850	Ar N'GAOUNDERE	--			1355	
					Lv N'GAOUNDERE	--				
					-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv		1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220		Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‡ -Service Temporarily Suspended

UMI

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	Douglas DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Constellation 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	200	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	---	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	--	100	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	200	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	--	--	200	--	2000	200	--	200	200	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	600	600	--	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

UMI

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tta-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATN	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA—Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bananza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	KK	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CP	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	088	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Aerovias of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineos Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Lolde Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport-MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	9U		Braathens South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S. A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienna de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empreso de Viacao Aereo Rio Grandense
VASP	VP		Viacao Aereo Sao Paula, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica